

250 MX SHOOTOUT! KAW MEETS THE YZ

DIRT BIKE

IND

34355 JUNE 1974 75¢

**HONKIN' AT
ELKHORN,
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AND FREEZING
IN BYRON**

**EASY TIMING
FOR YAMAHAS**

**RIDING TIPS
FROM
GARY BAILEY**



Red Wing announces the first custom suspension system with tricks up its sleeve.

At last. A competitive suspension system that's tuned to your own competitive requirements for stability, comfort and safety, because it's tuned by you.

Introducing Red Wing. New ideas! Tricks! Up the tubes, sliders and sleeves of a wide assortment of high-performance forks, rear oil-cushion units and steering dampers. From the people who designed and built suspension systems for the Grand Prix Motocross and Grand Prix Road Race winners in each of the last four years.

And now you can have all the tricks they enjoyed, whichever motorcycle you ride, because the unequalled Red Wing customizing system covers over 90% of all applications.

No longer must you settle for up-grading only half a bike (unless, of course, you want to). With Red Wing, you choose from four competitive front forks, ten high-performance rear oil-cushion units, two hydraulic steering dampers (including a unique rotary one), and our optional fork/shock springs and fork/shock Silicone Temperature-Stable hydraulic fluids with high or low viscosity.

All of these components are warranted in writing by Marubeni America Corp., a company that did over \$2 billion in business here last year. All are parts of a total system that puts an end to wasted torque and washouts with options our nationally known technical advisors tell us they've always wanted.

Incredibly, you get these do-it-yourself, custom-fit features right out of the box and onto the bike. You see, with the Red Wing system, the trick is in the performance, not the installation.

Ask your dealer to select the right Red Wing system suspension components for you from his cross-reference and competition charts. Today. And start getting some tricks up your sleeve.

Front tricks

- 3-position spring preload external adjustment (no disassembly required).
- Uni-mount included for correct fit *without machining*.
- Optional Red Wing Silicone Temperature-Stable hydraulic fork fluids with higher and/or lower viscosity. Kinematic viscosity, centistokes: 100/150, 200/350.
- Packaged leg conversion kits with universal axle to fit standard triple clamp.
- Premium triple-lip seals keep fluid in, dirt out.
- High-performance damping, with hydraulic stops to prevent bottoming.
- Double boss, safety 4-bolt system.
- Safety reflector platform built-in.
- Packaged optional fork springs available.
- SAE safety reflectors included.
- Chrome handlebar clamps included.
- Universal axle included.
- Forged axle clamp with chrome acorn nuts.

Mid-tricks

Optional Horizontal-Style Steering Damper.

- Externally adjustable.
- Hydraulic, not mechanical.
- Hard chrome-plated shaft.
- Adaptable to all motorcycles from 100cc to 1000cc, universal type.

Optional Rotary Steering Damper.

- (Not shown)
- Hydraulic rotary design.
 - Alloy housing.
 - Custom mounts to Red Wing Uni-mount system.
- Both steering dampers increase handling performance by damping front-end oscillation, for safety and control.

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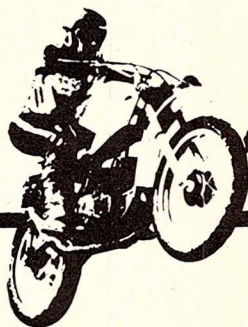


Rear tricks

- 5-position preload adjustment. Select preload from 30 lb. to 70 lb. in 10 lb. increments.
- 88-12 rebound to compression ratios, self-purging.
- Rebuildable kits available—from stock!
- 2-stage springs, chrome-plated/color-coded.
- Massive 12.5mm diameter shaft, durable hard chrome.
- Chromed quick-clips—spring changed *without* dismantling.
- Packaged optional springs available.
- Optional Red Wing Silicone Temperature-Stable hydraulic rear fluids with higher and/or lower viscosity. Kinematic viscosity, centistokes: 50/75/100.
- Entire shock body chrome-plated. Attractive, *durable*.
- Models in 5 lengths from 11 $\frac{1}{4}$ " to 13 $\frac{3}{8}$ ".
- Standard and clevis mountings with *all* mounting bushings included.

DIRT BIKE

VOLUME FOUR
NUMBER SIX
JUNE 1974



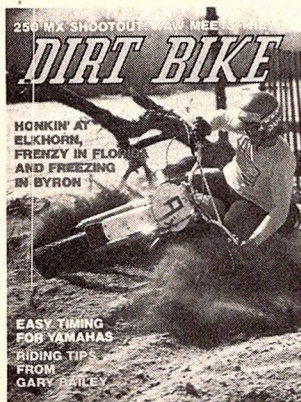
RICK SIEMAN/*say "siMON"*
CHET HEYBERGER/*it's "HIGHberger"*
DON PHILLIPSON/*just like it looks*
GEORGE WEGNER/*rhymes with "Wegner"*
RONDO TALBOT/*"TOWELbutt"*
LAURA LANE/*as in "Lois Lane"*
GEORGIA McCLAY/*"MICKclay"*
ALBETH GRASS/*You know how to say that*

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AL GENESTA/*don't even try*

ADVERTISING OFFICES/
Hi-Torque Publications, Inc.
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Telephone: (213) 981-2317



ON THE COVER: Jeff Blix (pronounced just like you think) went bananas on the KX-250 for this shot. Actually, that's not true. He didn't go bananas; he always rides that way.

HI-TORQUE PUBLICATIONS, INC.

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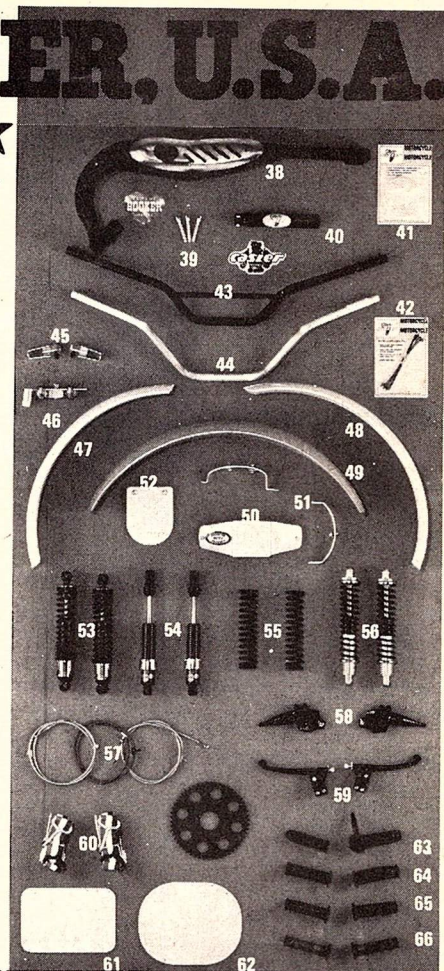
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DIRT BIKE (June 1974) is published monthly by Hi-Torque Publications, Inc., with editorial offices at 16200 Ventura Blvd., Encino, California 91316. Subscriptions \$7.50 per year. Canada \$1 additional for postage. Foreign \$2 additional for postage. Copyright 1974 by Hi-Torque Publications, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part without the express permission of the publisher. Manuscripts, photographs and illustrations should be accompanied by a stamped, self addressed envelope. The publisher does not assume responsibility for unsolicited material. Second class postage paid at Van Nuys, California 91408 and at additional mailing offices. DIRT BIKE, P. O. Box 317, Encino, California 91316.



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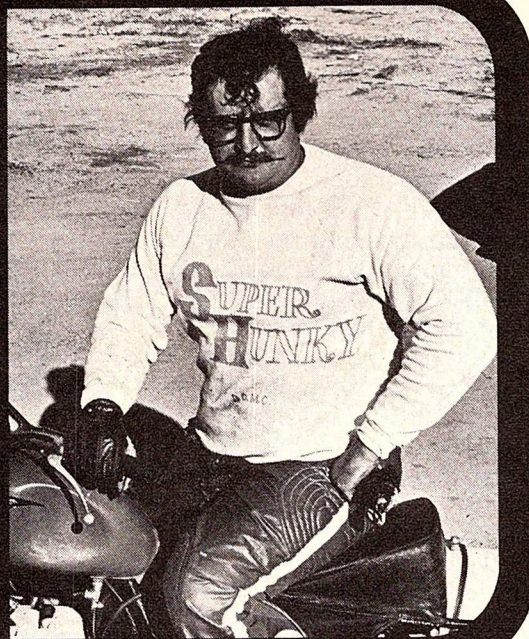
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FROM THE SADDLE by RICK SIEMAN



... AND IT WAS ONLY RIDDEN ON SUNDAYS

I don't know how Tom talked me into it. I just don't know. After all, Sundays are made for riding sickles, not selling them. But my bike was down with a forniscued upper end and I didn't feel like spending one of those all-night things getting it ready. Besides, my knee looked like Wilt Chamberlain's head from last weekend... and it could use some rest.

Anyway, he reasoned, c'mon down to the house and help me get the bike ready and sell it and I'll buy the beer and pizza. Not only that, he said, I'll help you sell your bike when you're ready. How could I refuse? My old buddy Tom in dire straits and free beer and grunts for helping him. And I do mean dire straits.

If you could have seen that bike, it would have brought tears to your eyes. It was a '69 CZ, one of those red tankers that they sold a zillion of. And at the time, they were going for about seven hundred used... in decent condition. But this one! Lord. Everything on this CZ was either bent or broken or both. The original red paint job now looked the color of a faded hot water bottle. Both fenders were still brightly painted, but the front one was from a 1967 Benelli, and it was brilliant green

with a tasteful yellow stripe running down the middle. The back fender was steel and had been bent, straightened and rebent so many times that no one could remember the original shape. It looked a great deal like it had once served as a barbecue pit liner. Grease and all.

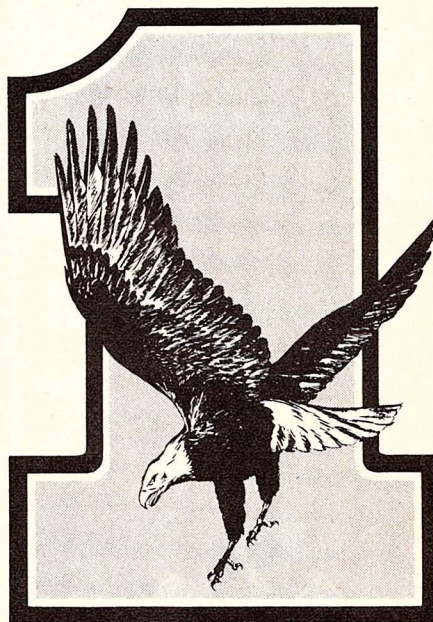
Not a pretty picture, all things considered.

But if you took the time to inspect closer, it looked even worse. A mass of slobbering mung and drool was perched around each fork wiper — mute testimony to a stock fork-sealed CZ. Several spokes were bent and several more just plain missing. Large dents and dings were in both rims and the chrome was peeling like some sort of diseased slippery elm tree.

Further inspection revealed further damage. Tufts of saddle guts puffed out of the seams of the seat where they were not contained with black electrician's tape. Most of the still air box consisted of duct tape — the fiberglass had long ago turned to powder from vibration and crashing.

There were so many welds on the exhaust pipe that it looked more like a PayDay candy bar than an expansion chamber. Four hose clamps held it sort of firmly

HOW does this grab you?



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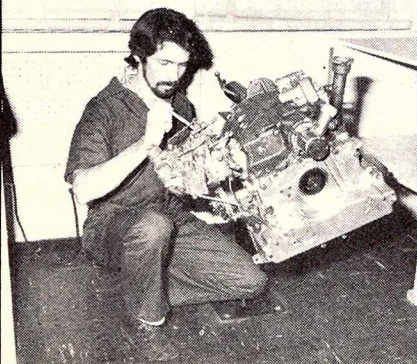
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in place. The chrome finish was long gone, having been replaced some time ago with Sherwin-Williams furnace paint.

Gas dripped from the gas tank, fuel lines, carb and the engine cases. In fact, wherever it *could* leak, it *did* leak.

Most of the knobs were left on the front tire, but the rear one was bald enough to get relatively good traction on the San Diego Freeway. In a rainstorm.

And here I was, on a Friday night, trying to make the saddest 250 CZ in the history of mankind saleable. We only had one evening to pull off the job, too, as the ad broke in several newspapers on Saturday.

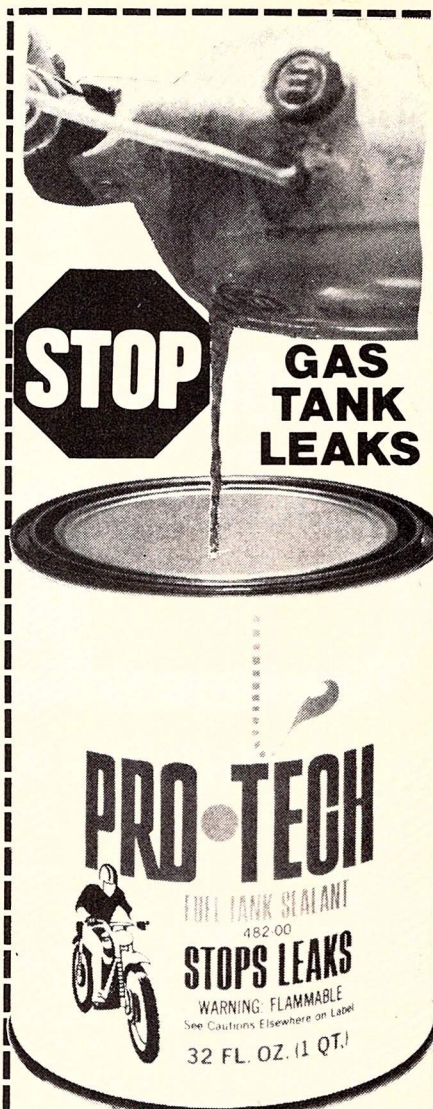
We got the bike rolled out into the middle of his driveway and uncoiled the garden hose. I turned it on and let the CZ have the full blast. After 15 minutes of concentrated hosing, the only thing that came off was the saddle cover. Discouraged, we decided to mix up a strong cleaning solution to cut the grease and dirt. Tom went in the house to get a bucket, while I gathered up cleaning aids.

Gas mixes with oil, so we poured in some pre-mix and Tide for starters. We figured the gas would cut the grease film and the Tide would act as a detergent. With any luck at all, there shouldn't even be a film. Just to play it safe, we also poured in the remainder of a can of lacquer thinner and some penetrating oil. We gingerly slobbered the mixture over the entire bike and retired to the TV to catch a little Roller Derby while the chemicals did their work.

A half hour later, we checked our handiwork and nodded in satisfaction. Most of the oil and grease now lay around the cement like the La Brea Tar Pits and the offending red paint job was blistered three-fourths off. A few quick minutes with the garden hose completed the initial cleaning. Now we were down to bare metal and huge patches of orange rust. Apparently the mixture had been strong enough to encourage premature oxidation.

No matter. The bike was to receive the full treatment and there was nothing that could stand in the way of a little sandpaper

Cont'd. on page 77



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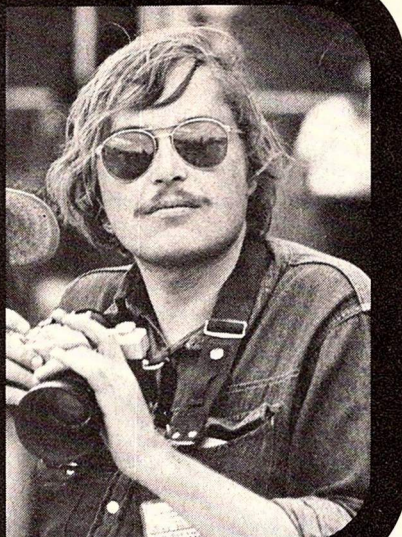
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(714) 525-4796

CHECKPOINT

by
CHET HEYBERGER



tro-phy-phil-ia

Patient: Chet Heyberger

Data: Male, brown hair, green eyes, 5'9", 160 lbs., AMA No. 333447

Identifying marks:

Scarred shins, knees, arms, elbows; bruised legs, hips, nose; dirt-clogged eyes and nostrils; grease under nails; evidence of strap having been tightened under chin; indentations around eyes apparently caused by some ocular protection device

Physician: Dr. Benway

Physician's Remarks:

Patient was admitted last p.m. in extreme state of hyperactivity consisting mostly of raving about lost "trophy." Patient insisted on searching entire grounds for the missing fetish. Then finally the physician on duty sedated the patient (Coors, 126 ounces, administered orally).

Dr. Benway interviewed the patient this a.m.; transcript now follows.

"Well now, son; want to talk about it?"

"You see, Doc, it all began about two years ago when my wife won a trophy in an enduro; first Powder Puff and all that, you know. Up 'til then, I'd never really thought about trophies. I mean, I knew other people had them. The real fast guys and all. But I never thought I could get one, or anybody I knew. Certainly not anyone on the Infamous Chicklets

Family Enduro Team; they were all so incredibly bad. Just like me.

"Not one person on that team could find their way out of the scrub pines with all the route holders, timing watches, arrows and compasses John Penton sells in three years. At least, that's what I thought until she won one. A Goddamn trophy!

"Sitting there, on the bookcase, right by the door.

"So that every time someone came over to the apartment, they'd see it and say, 'Ha, Heyberger, I see you finally won a trophy.' And I'd have to say that it was hers. Arggh!

"She'd sit there and smirk.

"Every night I'd come home and there it would be. With a damn spotlight on it yet. You can understand how a thing like that could prey on your nerves, can't you, Doc?"

"Yes, I can. But, Mr. Heyberger, could you clarify a few points for me? What exactly is an 'enduro'? And what is the relationship of the trophy to the 'enduro'?"

"It's really very simple. In an enduro, you have to maintain an average speed — usually 24 mph — from the start to the finish along a route about 100 miles long, through trees, mud, hills, stuff like that, and there're checkpoints along the way where they make sure you don't arrive too late or

Cont'd. on page 81



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BG Chain Lubricant, the hi-quality motorcycle chain lubricant, is highly adhesive to metal surfaces. Resistant to water wash-out, it foams on, penetrates to the pins and bushings with no messy overspray. Contains moly for added lubrication. Bike Guard One.

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WHO TO VOTE FOR IN '76

Look at the choices you've had the past few presidential elections. Couldn't trust one of the winners or losers to know the difference between a whoopdie and a rim lock, could you? And hookin' it means something to them that has nothing to do with a throttle. WFO only applies to their mouths. How long can you take this?

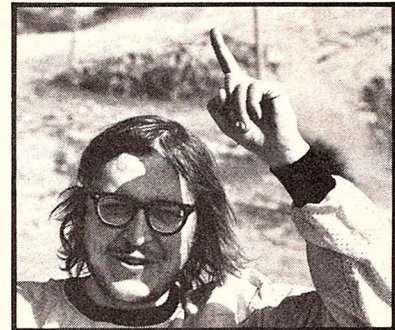
In 1976, you're going to have a real choice. The entire staff is running for President of the United States. After '76, the White House will be a real melting pot; perhaps even a dyno room. Recent Washington news proves that being President is too much for one man. Four men could do a much better job, and besides, they'll still put out a magazine. You won't have to squeeze all four names in on your write-in ballot; just put DIRT BIKE there.

The Candidates and their campaign promises:



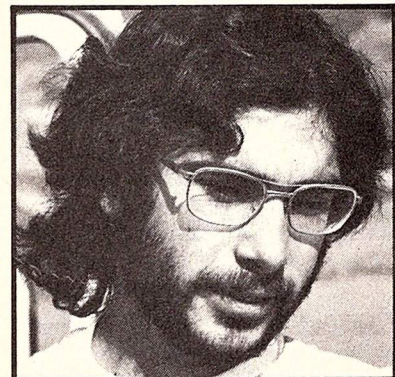
RICK SIEMAN

"I'm making all the campaign promises made in the last 200 years, plus 3 new ones. Unfortunately, I'm not at liberty to reveal those 3 at this point in time."



CHET HEYBERGER

"When I get to be 1/4 of the President, I'm going to institute cash prizes for last place finishes, pension plans for 4-strokes, and a ridiculously high salary for myself."



DON PHILLIPSON

"What do you want? I'll give you most anything. Besides, I promise you two desert bikes in every garage, and a desert in every state."



GEORGE WEGNER

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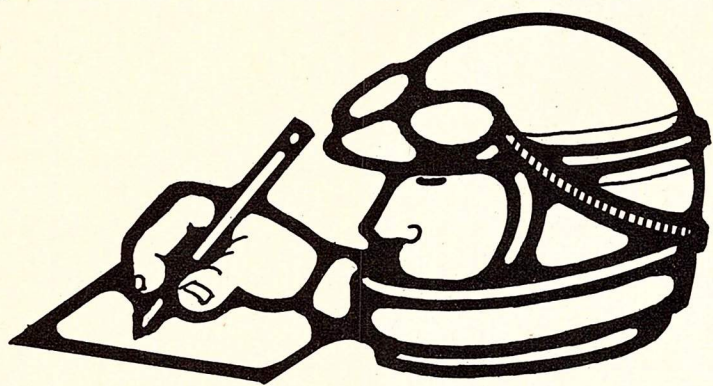
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What can you do to help make sure that the White House lawn has a scoring tower in '76? First, memorize those names. Second, subscribe to this magazine. Third, you must practice a lot and get a degree in International Relations: maybe you'll be appointed the U.S. Ambassador to the Maico factory.



RIDERS WRITE

HUSKY HARANGUES

I was disappointed in your 450 CR Husky evaluation. I've been motocrossing a 450 WR for a year now and would like to pass on my impressions.

First, you've got to replace the steel with plastic parts. My Husky had a smaller tank than yours, but it still weighed only slightly less than the tank on my R-75/5 BMW! A Vesco tank cured that and the getting-forward problem. There're no handling problems on my bike (at least not until the Girlings get hot).

I get out-dragged by 450 Maicos, but the power of my bike must be competitive since I've moved from Amateur to Expert in seven races.

I admit that a couple of things you say are true. I do roast my leg on the pipe, but it doesn't fall off either. And the welds may be bad looking, but I've never broken a frame.

Jetting the Bing is simple if you know what you're doing, and I've never had any problems. I don't understand why yours was set up so badly.

I've come to expect scathing tests from you and won't have it any other way. I just thought you'd like to hear from someone who hasn't had trouble with his Husky. I'm very happy and won't have anything else, except a 450 Maico, and I couldn't afford the upkeep on one of them.

Bob Bolin
Boulder, Colorado

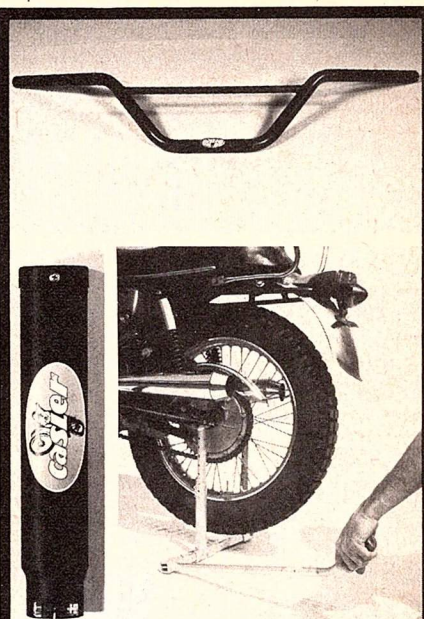
I'd like to point out that the 450 you tested, though deemed a CR on the cases, is commonly called the "Desert Master," which should explain the gargantuan gas tank, etc. Husqvarna does make a 400 CR for MX.

Your comments on the Husky's handling and my experience with my latest bike coincide exactly. But things are not nearly as bleak as you make out. I run 8 — 12 pounds of air in the front tire which helps keep it from sliding, and lower the triple clamps on the forks 1/4 to 3/4-inch.

As for the bouncing back end that acts like it's out to widen every cowtrail or MX course in existence, rebuild those unrebuildable Girlings. Drill a hole in the shock body just below the old adjuster, weld an 8mm nut on the body, and use a stubby bolt and fiber washer for a plug. Be careful not to nick the center rod when drilling. Fill the shocks with water before welding (so the heat won't affect the seals). Refill the shock with 55cc of fluid; put in 3 or 4cc at a time, carefully pumping the shock to work out trapped air.

Ask Husqvarna and they will tell you that the fork seals are designed to "weep." Flash flood is more like it. Cure it with Honda CL77 seals. I run ATF in the forks and they only top out when the oil gets old. Put grease under the fork wipers.

Waterproofing isn't expensive. Stretch a K-501 Filtron over a
Cont'd. on page 21



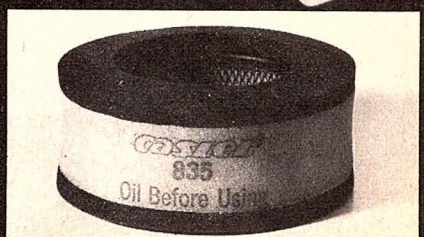
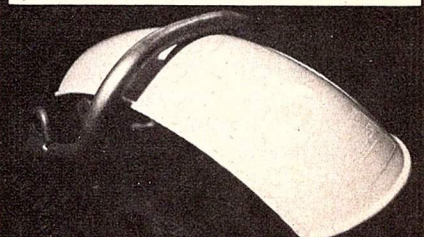
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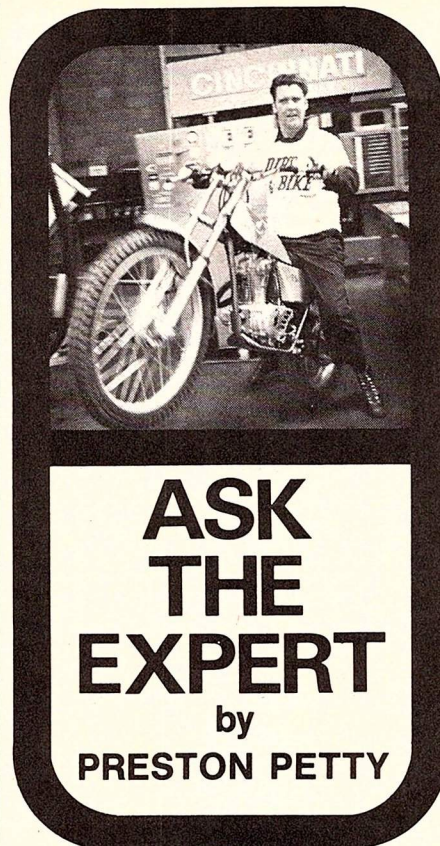


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**ASK
THE
EXPERT**
by
PRESTON PETTY

POWER HUNGRY

I recently bought a 1971 250 Yamaha Enduro. I enjoy it, but I do a lot of trail riding. How could I get some *power* and *torque* at the lower end? It doesn't hit the powerband till 3-1/2 grand. Would a different exhaust pipe help?

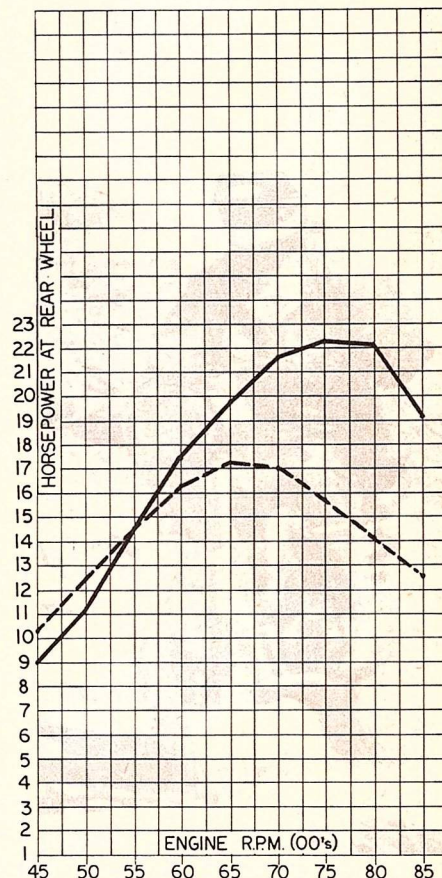
Donald H. Radcliffe
Brantford, Ontario,
Canada

There are a few things you could do to increase the torque slightly. Try installing a torque pipe, a 2mm smaller carburetor, and an additional flywheel on the crankshaft. These mods will improve it some, but you still won't have a trials bike-type of powerband. Your best bet is to trade it in on a new one, preferably a 360. It's probably got all the suds you want way down low. The reed valve on the inlet port, along with the larger engine displacement, is what really helps the bottom end grunt on the new Yamaha 360s.

TO PORT, OR NOT TO PORT?

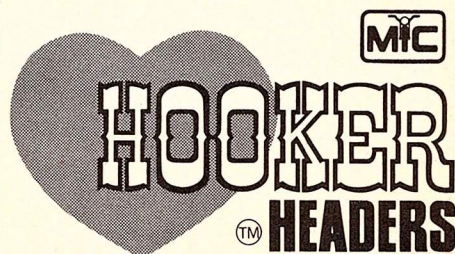
I am the proud father of a motocross nut. I spend all my spare time and "bread" involved

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*December 14, 1973 - This independent evaluation was conducted at the dyno facilities of Webco, Inc., a national motorcycle accessories distributor.



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ARE YOU SHUR?



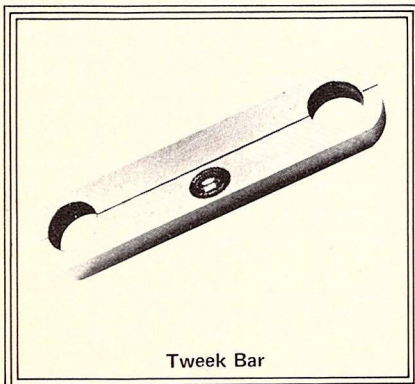
Shur Stop Disc Brake
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The modern "in" way to eliminate brake fade. Available in two models. Street model is ground to 0.220 inches thick to eliminate warpage, the weight being just 4½ pounds. The track unit consists of the same high-quality material but has a disc which has been ground to 0.125 inches thick which reduces the weight to just three pounds; keeping the unsprung weight to a minimum. \$36.95



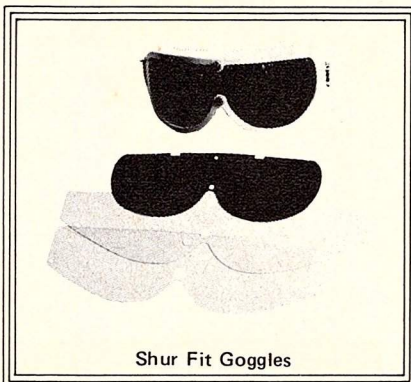
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If wheelies and jump landings are your thing, these CIRCLE INDUSTRIES' pegs are just the thing to hold you up when you come down. For sure. And far better than other types that try to copy us but fail to match our quality. For Yamaha — Honda — Kawasaki — Suzuki. \$7.95, \$8.95



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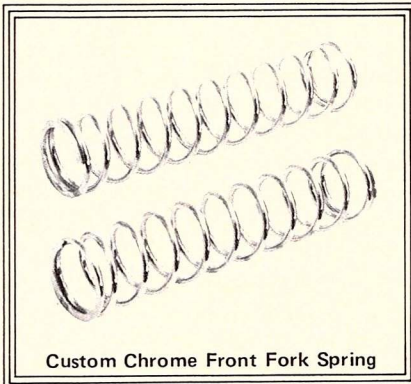
Shur Fit Goggles

These quality goggles are designed to be worn over a helmet. Wide vision with excellent fit offers tight seal eliminating air leakage. Exclusive air foil provides automatic venturi ventilation which eliminates fogging. Available in black or white frames, with tear-off or polarized lenses and VESC-8 approved. From \$4.00 to \$10.95



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Designed for the rider who wants both good looks and a good ride from his machine. Made from shot peened music wire which increases the spring force to 200 pounds for a smoother more comfortable ride. Fits between the tweek bar and lower stantion tubes. Just \$9.95

with this wonderful outlet for youthful exuberance. Since he is always in the money we look for the best in equipment and think we have found it in the Honda CR 125 Elsinore. While replacing the piston and rings my 16-year old motocrosser wanted to polish the ports to add more zip to his beast.

I have heard a great deal about porting and polishing and have had offers to do the job, but we are fearful that overdoing may be detrimental.

Should the Elsinore be ported and/or polished, and if so, what are the limits of porting? What do we have to be careful of? Recognize that this is a new machine so I don't know of anyone who has tried it. I would hate to do any damage, but know that top riders on other bikes do have port jobs. Please advise in a hurry. We want to be prepared for the season, or in case we want to travel to a warmer climate.

James D. Agostino
New Hartford, New York

As hard as it is to believe, most of the super-quick riders like Adolph Weil and Pierre Karsmakers have very close to stock machinery. But they have good machines. The engines are blue-printed. In other words, the ports are precisely matched with the cylinder liner. The transfer ports in the cylinder are also matched to the crankcase. Of course, the timing and carburetion also need precise setting. The CR 125 stocker has quite a narrow powerband. Raising the exhaust port or lowering the inlet port for more top end performance will only make the powerband narrower and more difficult to ride. But by doing the same old job of matching and polishing (as well as the rest of the machine set-up), you will have the best performance. You don't have to do anything super-trick. Just make sure what you have is set up to exacting tolerances. Briefly, the way to match the ports, blue-printed as such, is to split the cases, bolt the cylinder to one half of the case and wrap your little pinky with emery cloth. Then get down in and smooth the crankcase to cylinder joint in the transfer port area. Pull the cylinder off and bolt it to the other half of the case

Cont'd. on page 87

For further information on CI products send \$1.00 for their 28 page catalog.
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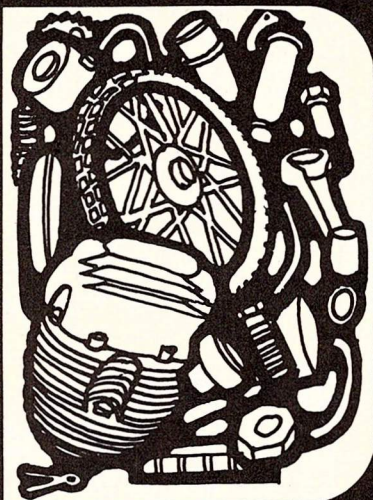


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BITS and PIECES

by
DON PHILLIPSON



"The times, they are a changin'." — R. Zimmerman. The times may be changing in most of America, but in good ol' Texas redneck still means something. At least Rodger Poe (himself a west Texan) thinks so. Rodger sent us a moving epic of his encounter with a group of gentlemen who sought to dismantle his bike the quick way, clean up Rodger's head a little, and generally do him in. Many a tear was shed by the staff of DB as we read aloud the chronicle.

Before relating his adventure, Rodger quickly sketches in a background of life in west Texas. He makes it perfectly clear that riding motorcycles on unpaved roads is legal in Texas, so the law is on Rodger's side (for all the good it did him). Further on, Rodger labels himself a pioneer among the motorcyclists of the area, but explains that the "younger natives and their motorsyckle eatin' GMC pickups" have not yet come to accept them. As a matter of fact, these were the very youngsters Rodger would later flee from.

During the ordinary practice session of a not so ordinary day Rodger drifted a night too close to one of the towns the aforementioned gentlemen call their home. Realizing his mistake, Rodger sought to evade the area. But it was too late. Through the dust and from the direction of the

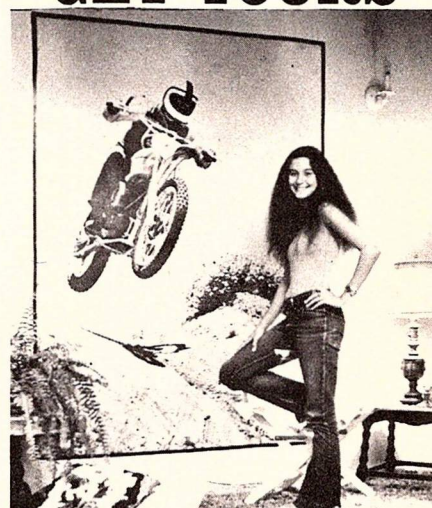
town came a veritable horde of screaming banshees, "bearing sheep shears and spoke cutters." Rodger quickly ascertained the barbarians were under the effect of firewater. With no doubt as to the outcome should the inscrutable rogues catch him, Rodger did the only intelligent thing a man might do — he rode like a son of a bitch. The added impetus of two or three dozen howling, drunken, berserk, armed and dangerous motorcycle-haters prompted Rodger to feats that would astound any mortal aside from Steve McQueen. Jumping barbed wire fences, dodging cows, roaring WFO through newly plowed fields — nothing stopped the frenzied Rodger. Once out of harm's way Rodger stopped, breathed a sigh of relief and, to his dismay, discovered the true source of his ability to jump tall fences in a single bound. He found in his back pocket "the latest issue of DB. No doubt all my luck was brought about by the mere presence of your boundless knowledge." (And those are his words, too.) Aw, shucks, Rodge, it weren't nothin'.

FILTER, FILTER, WHO'S GOT THE FILTER?

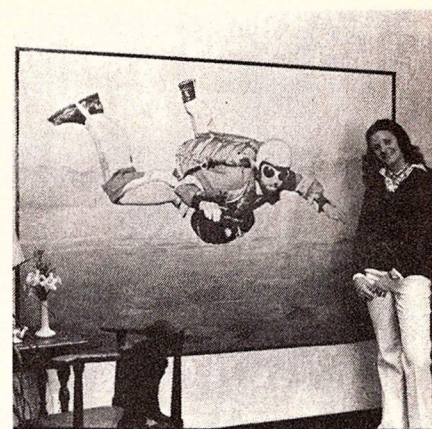
Please stop calling Laura and asking her if the filter up Chet's nose is the AC. It isn't. And you won't want that one anyway.

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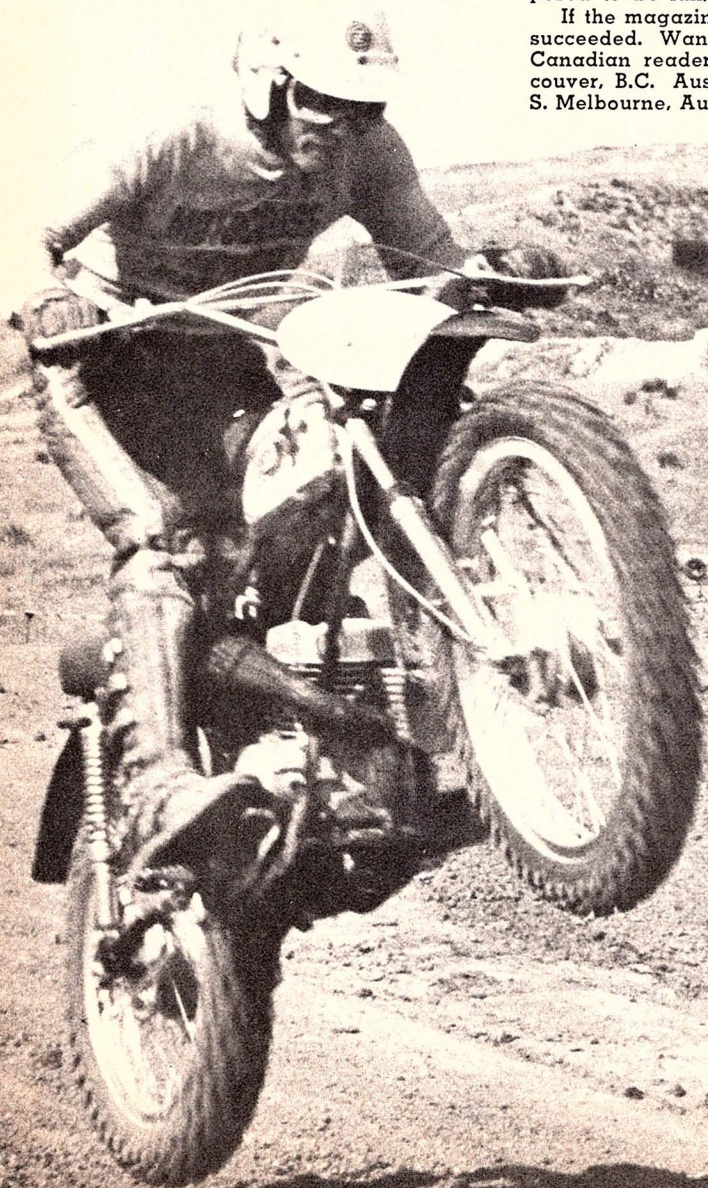
COMBAT WOMBAT™ 'FOUR-SLICER'

Hodaka's Combat seems to bring out the comedian in test writers. We get a lot of comments about the bike looking weird or funky, or they say it looks like a giant four-slice toaster. Oh well.

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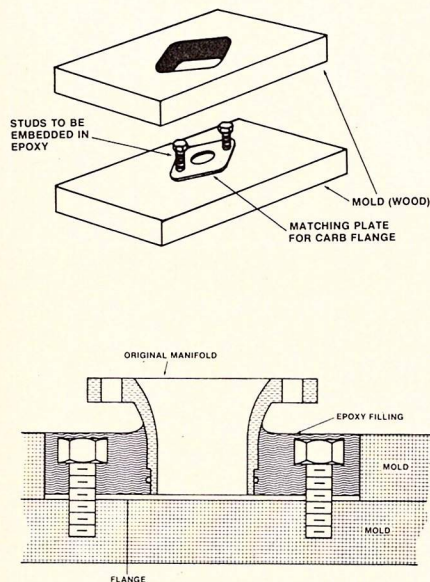
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You can get a real AC from Webco (Box 429, Venice, California 90291), or Tiger Distributing (653 W. Broadway, Glendale, California 91204). You can order one from Coast Moto Cycles (2334 Newport, Costa Mesa, California 92627), or from Cycle Products West (11900 W. Pico, W. Los Angeles, California 90064). You can even resort to your friendly auto supply house. The number was GF-453. It's used on Volkswagens and other small-engined imports.

You're welcome.

* * *

American ingenuity scores another dubious triumph. Jim Putnam, of North Carolina, has sent us a hot setup which looks as though it will actually work. Using only his stock manifold and a \$1.77 tube of epoxy (along with some miscellaneous scraps of material), Jim made a manifold to swap a new Mikuni carb for his old Amal. If you follow the directions and refer to the diagram it even looks easy.



First, dig up an old sheet of metal or aluminum to cut in the shape of the flange on the new carb. This plate will act as a mating face between the epoxy and the carb. Then drill two holes in the metal to slip two bolts through — these bolts will be the studs which will hold the carb to the manifold. To ease your worrying and to insure even greater reliability, the studs will be imbedded in the epoxy.

Cont'd. on page 18

The Uncommon Common Plug

From the people who supply electrical equipment to Honda, Suzuki, Yamaha and Kawasaki

We supply electrical parts for a great majority of the bikes sold in this country.

Now we're making our original equipment spark plugs available for replacement use. Use them to replace the ND plugs that came as original equipment in your Honda,

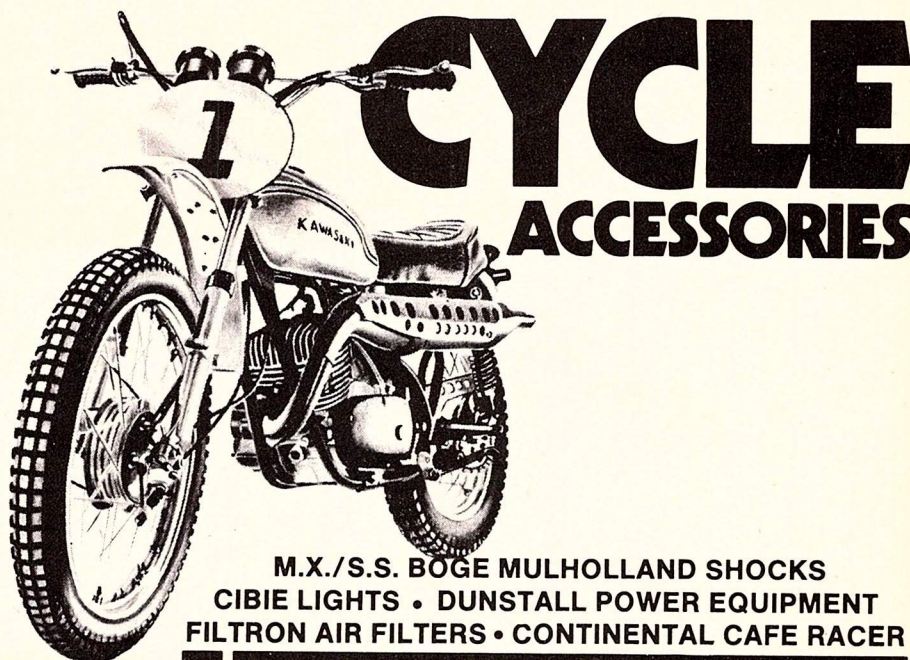


Suzuki, or certain Kawasaki models. Or use them to replace the plugs on any other bike made. Either way, you'll get a commonly used, uncommonly good spark plug, whose name is becoming more commonly known and respected every day.



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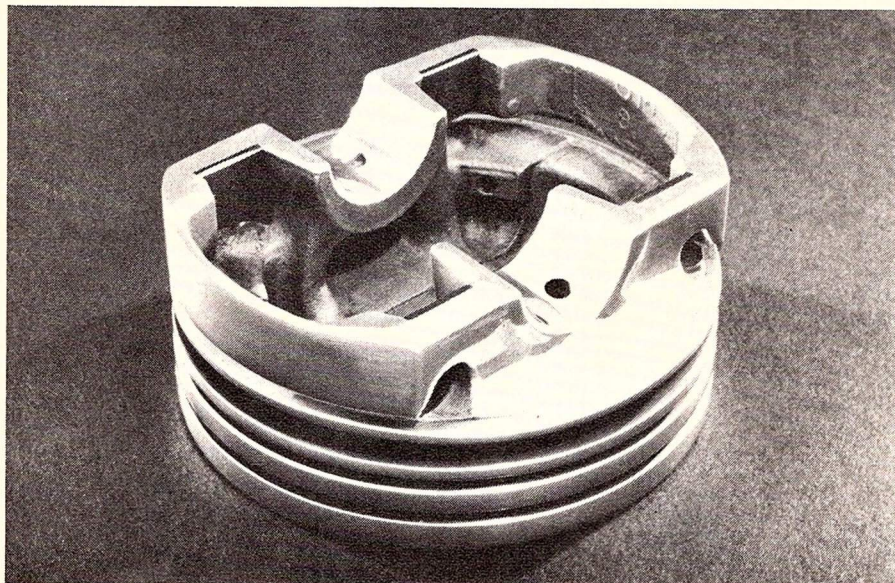
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NEW PRODUCTS



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Yessirree, folks, you are gazing at a genuine piston ash tray. And if you're like any of us here at DIRT BIKE you'll recognize in this gorgeous hunk of metal what we have always wanted (even if we didn't know it). Free added extra to this wonderful instrument is a felt pad on the underside to prevent scratching your desk or whatever else you might set it on.

By now most of you are slyly scratching your helmet and thinking to dig up that old seized piston lying out in the garage. Well, forget it. Not only is this piston real alloy, it is real, polished alloy. And that's why Suzuki Fun Center is willing to sell this item for \$7.95. Either write or drop on over to them at 515 N. Victory, Dept. DB, Burbank, California 91502.

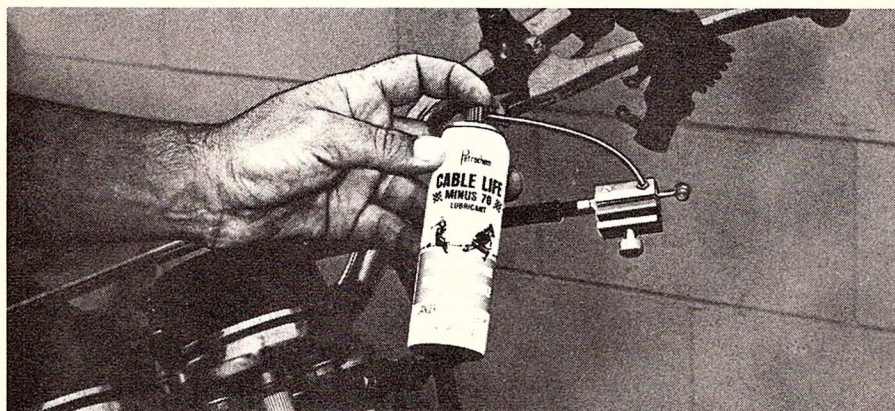
For prompt, courteous, efficient, personal, downright pleasant attention, tell them that you saw it in DIRT BIKE Magazine —even if you didn't.



JUNIOR MXERS NEVER HAD IT SO GOOD

If you've kept your eyes open lately you must have noticed literally packs of long-haired, T-shirted kids pedaling their bicycles fiercely and making outrageous, high-pitched sounds out of their mouths. Well, believe it or not, these guys (and girls) will be tomorrow's sickle stars. Anyway, Super Market Products recognizes these kids' potential and wants to make it easier on 'em. They now have an authentic front suspension system which fits 20-inch Sting Ray bicycles.

Such a spiffy product deserves a spiffy name — so they gave it one, "Super Suspension 33." So, kids, hit your old man up for 40 bucks and you're all set. Oh yeah, it is available through motorcycle and bicycle dealers (but don't ask us which ones).



KEEP CLEAN WITH FANCY CABLE LUBER

From the makers of Chain Life (whose chain lube we will soon evaluate) comes the rich man's way of oiling cables. Merely hook the Cable Luber to, believe it or not, any cable, then attach the accompanying product — Cable Life — and look out. The lubricant goes in one end and out the other, cleaning

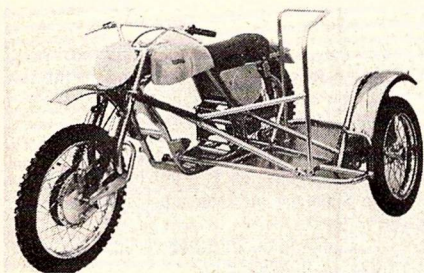
and lubricating simultaneously. And it stays in its fluid state to 70 below — even you people in Montana can use it. Petrochem gets you to buy both the Luber and the Lube by selling the whole shot as a combination package for a phenomenal \$6, at many motorcycle and snowmobile dealers.



SUPER COWHIDE FOR MINI RACERS

Here's another great item for that kid of yours (if you can figure out how to give it to him without spoiling him even more). Yes, these red, white and blue buckle-down boots are just what he needs to protect those maturing shinbones of his.

Yet another advantage of these fine leather foot covers from Flanders is that they are loaded with steel. Not only does the steel shank protect his arch from falling (now that the draft is over nobody wants flat feet), but with a little extra weight the brat won't be able to run away from aging pop quite as easily. Boots are \$57.95, at most motorcycle shops, or write Flanders Company, Box 2297D, Dept. DB, Pasadena, California 91105.



TERRIFYING YOUR BEST RACING BUDDY AND YOURSELF SIMULTANEOUSLY

Now you two can win on the same machines the Europeans ride. Wasp motocross sidecars are available in three basic versions. The RT2 is designed for twins, such as the Norton; the RT7 is for large bore two-strokes, like a Husky 450; the RT8 is for a Honda four, or

something similar.

Wasp sidecars can be purchased in three forms: frame kits, frame complete less engine, and frame complete with Norton engine. Both frame and sidecar are made of Reynolds 531 manganese moly tubing.

A unique feature of the Wasp chassis is the progressive toe-in and camber provided by the action of the suspension. Unique feature number two is the immunity to the sting of the Wasp in both the rider and the monkey.

If you have a dirt-crazy friend who you can really trust, this could be your way to make your mark in the world of racing. For further information on these fine chassis please contact: in the East: MFG Racing Sidecars, 227 Baldwin, Dept. DB, Royal Oak, Michigan 48067 . . . or in the West: Bertus Jawa-CZ, 1340 N. Hacienda, Dept. DB, La Puente, California 91744. Check that photo. . . . You know how sidecar people are. . . .



ATTENTION: NIGHT DIRT RIDERS

At last, for all you bikers plagued by poor lighting (and for the rest of you plagued by no lighting), the answer — Dick Cepek's "New Wipac Quadoptic Hi-Lo beam H4 Halogen Headlight Replacement Unit." With a name like that how can you go wrong? So far as we know there is only one minor fault — they are illegal. On the road, anyway. And we don't have to hassle with which states, either, they're illegal in them all. Well, at least this product will appeal to you night dirt riders — all four of you.

On the good side, though, they are twice as powerful as ordinary headlights and replace the standard seven-inch headlight in only ten minutes. For \$29.95 you can either ride the Baja, or blind those nasty car drivers. Get yours from Dick Cepek, Inc., 9201 California Ave., Dept. DB, South Gate, California 90280.



SLICKER THAN OWL SPIT

Spray this stuff on your electricals and keep out ANY form of water. Well, that's what Dennis Schaffer claims, anyway. Actually, he claims quite a few things. I'll let you in on what his letter says. It reads:

"Water is fine with bourbon and Scotch

For water cooled Suzies, it's cool
For bathing and drinking and
washing your food

Water's the natural tool

But get one little drop in your
scooter's spark box

And it's push to the pits amid
shouts of 'you fool.'

Eliminate one of the causes of losing—water. Eighty percent of all electrical failures are caused by moisture. CRC 5-56 displaces and locks out moisture from coils, magnetos, wires and windings. It's also a handy lubricant and rust preventive. Use it on levers, cables and bushings. A jigger in each fork leg prevents corrosion, binding and sticking. A light film everywhere after washing saves a lot of grief. Although CRC 5-56 eliminates water as one of the causes of poor finishing, it does nothing for some of the other causes of losing, i.e., riding a Moto-Beta, or wine hangovers, or cowardice."

That Dennis Schaffer is a real clown. If you want to write him a dirty letter or get some CRC 5-56, drop a line to CRC Chemicals Inc., Dept. DB, Limekiln Pike, Dresher, Pennsylvania 19025.

TARABUSI

MADE IN SPAIN

Racing Pistons Complete with Chromed Rings, Pin, and Circlips. Comes in Standard and four oversizes. Each over-size increases 0.5 instead of 0.2.5mm.

**Tarabusi Pistons Available
In Six Oversizes
Most Spanish machines
original equipment**

	S.I.P.
125cc Bultaco Sherpa	\$20.00
200cc Bultaco Sherpa	20.50
250cc Bultaco Pursang	21.50
250cc Bultaco Matador	23.50
250cc Bultaco Pursang 5 port	25.50
360cc Bultaco Bandido	25.50
125cc Montesa	22.00
250cc Montesa Capra	22.50
250cc Montesa 5 port	25.50
250cc Montesa Thin Chromed Rings	25.50
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360cc Montesa Capra	26.00
125cc Maico Chromed Ring	23.00
250cc Maico T5-5 port	25.50
360cc Maico End-Scrambler	30.00
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250cc Husqvarna	23.50
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Detroit, Michigan 48235
(313) 864-6996

BITS & PIECES

Cont'd. from page 15

Next step consists of fashioning a two-piece wooden mold. The bottom piece will simply have two holes drilled in it big enough to accept the studs. Place the metal plate on this piece of wood with the bolts sticking down into the holes. With a jig saw, saber saw or the equivalent thereof, cut a hole in the top piece the same shape as the metal plate. (This should go without saying but I'll say it anyway — use the metal as a template on the top piece of wood.)

About now you're probably fed up with drilling and cutting; and you're probably cursing at DB because I said this was going to be easy. Well, the hard part is over. Smear some candle wax on the inside of the wood (so that you'll be able to split it away once the epoxy has hardened), fit the metal in place, and then clamp the two pieces of wood together. Slip the old manifold in the metal plate — you have drilled the hole in the middle of the plate to match the old manifold, haven't you?! Now you're ready to pour in the epoxy. Make sure everything is positioned correctly and go to it. The epoxy will harden overnight; in the morning split off the wood (now you'll know whether you put in enough wax).

If you've got less than ten thumbs then you've probably got the job completed right. The old manifold still fits on the engine like it used to and the new flange will fit the Mikuni nothing less than perfectly.

* *

Among the many well-known facts AMERICANS can be proud of is the high literacy rate in the ol' U.S. of A. But, it would seem that DB readers are doing their best to ruin my belief in that fact. This is not to say they lack raw intelligence — they're just plain old uneducated. For example, a letter, enclosed verbatim, from Matthew Cuddy, of Los Angeles.

"Yesterday, I knoticed that the ol' scoots Filtron sock was getting a might scungy, so I decided to wash it (after five weeks of DIRTY dirt riding) Boy, what a mess! I throughly scrubed it (just like you said to) with some Ivory soap, then out to the old gas can.

new

from INTER-AM

Lightweight SOLID-STOCK ALUMINUM HANDLEBARS



Finally, a really SUPERIOR ALTERNATIVE in Handlebars.

Most handlebars are made from #1018 mild steel tubing that hasn't changed since motorcycles were invented. Well, it's changed now.

Meet the all new, super-light, super-strong "SUPER-BAR" from Inter-Am. Made from #2024 solid-stock anodized aluminum, these bars have almost twice the resistance to bending as chrome-moly units, and almost four times that of mild steel bars. (*See chart for comparative figures compiled by an independent metallurgical lab.)

The lab also states that although stronger (i.e., they are harder to bend permanently out of shape) they will deflect more with a given shock. This ability to flex has a shock absorbing affect, eliminating much of the impact transmitted to the rider!

The conclusion that is substantiated by many riders who have switched to the Inter-Am Aluminum Handlebar, is that the result is LESS RIDER FATIGUE!

The above statements apply only to 2024 aluminum, as is used by Inter-Am Bike Supplies, Inc. Lab reports available on request.

Available in beautiful anodized SILVER, GOLD and BLACK colors.

Alloy	Form	Force Required to Bend
Inter-Am's Solid-stock Aluminum	7/8" dia.	2650 in lbs.
Standard Chrome-moly	7/8" dia.	1639 in lbs.
Standard Carbon steel	7/8" dia.	721 in lbs.



INTER-AM BIKE SUPPLIES, INC.

Dept. IA 674
751 Monroe Way
Placentia, Ca. 92670
Area Code (714) 993-2603

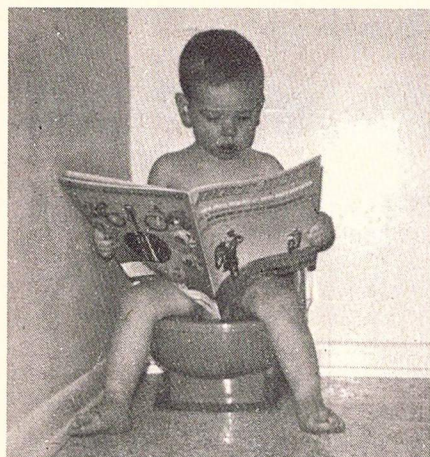
Empty, (just like everything else these days) As my eyes searched for some volital liquid to wash it out with, I spied upon a bottle of alchole, it couldnt hurt, after all the filter was five years old anyway. I liberaly douced it with the alchole. GASP!!!! it was swelling up! By the time my eyes had popped back their sockets, it had swollen up to thirteen times of its original size. I lit the thing on fire to stop its bloating, in fact, its still burning. Ive tried everything to put it out, but nothing works. Ive been getting nasty letters from neighbors, threats from the Air Polution board about billowing black clouds of smoke comming from my back yard, Ive almoste been linched three times! What can I do?! Help"

Matt, I don't know what to tell you about your dilemma. And by the way, in your postscript, you asked me not publish your mistakes. Come on, anyone who has the nerve to send a letter like that deserves it published the way it is.

* * *

The '74 CZ 250 GP, which we will be testing shortly, weighs in at 218 pounds. WET! It's about time. With a little plastic here and there, it shouldn't be too difficult to get it down to the F.I.M. minimum.

* * * * *



Not quite sure whether this young man is paying us a compliment or not. One thing's for sure though, his father — Jim Connolly, No. one District 37 motocrosser — is starting his son off right on the path to the dirt world Aw, c'mon, we gotta pat ourselves on the back once in a while.



Panther BLACK SHADOW 175



DUAL-PURPOSE ENDURO

with legal lighting equipment for street.

Oil-injected 5-speed 175 cc.

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CARLISLE THE HOT SET-UP! MOTOCROSS!

When Motocross riders told Carlisle engineers they wanted a tire to out-last, out-perform, and win against the imports; we knew we had a challenge. Lab tests were run, experimental casings were tested, and ground away in competition. Today, Carlisle is proud to offer the superb, Aggressor! The tire that's built to *your* specs!

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You don't have to race to appreciate Klotz...

But you should know why the racers do.

Maybe you just putt around on an old Mo-Ped you bought from your brother-in-law for 50-bucks. Take our advice. Use the cheapest oil you can find. But not Klotz.

On the other hand . . . maybe you've got a real man's performance machine that you take a lot of pride in. Maybe you race. Maybe you don't.

Either way . . .

If you want maximum horsepower—Use Klotz.

If you want to stop fouling plugs—Use Klotz.

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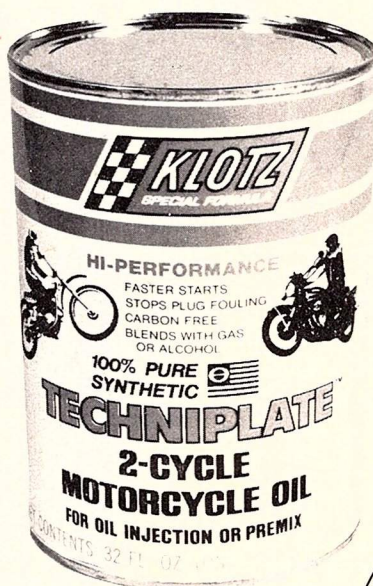
If you want a cleaner engine—Use Klotz.

If you want easier starting—Use Klotz.

If you want superior film strength protection—Use Klotz.

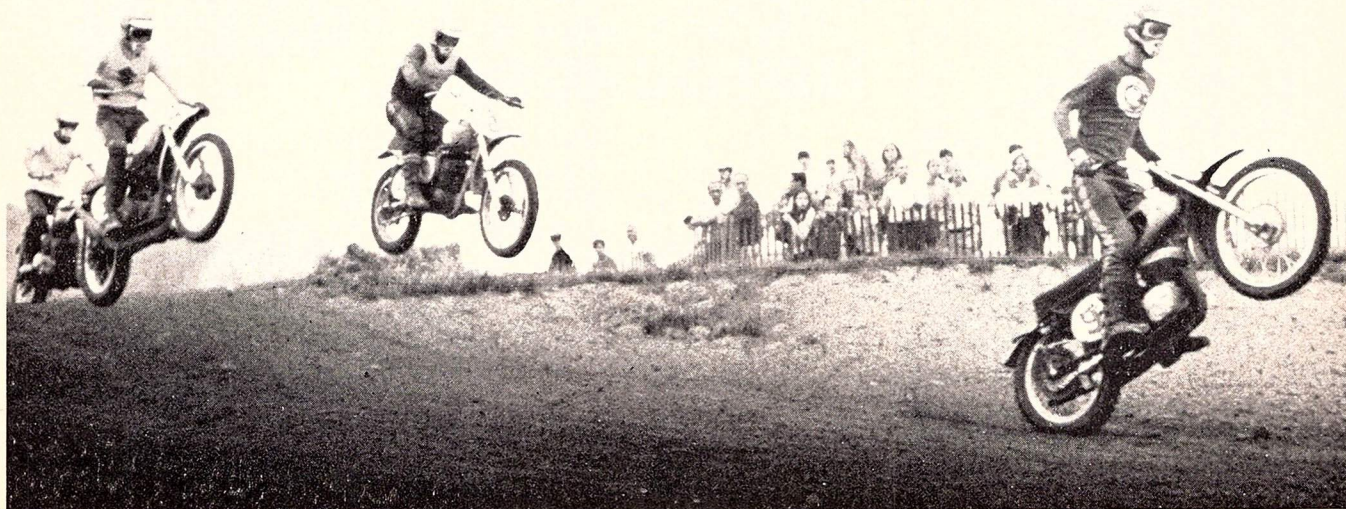
Want to know more? We'd like to send you our new 16 page Klotz brochure. It has the full story on all of the Klotz—"Power to Go" products. We'll also send along a 6" Klotz decal and an eye-opening reprint of a test of 35 popular oils that appeared in a recent issue of DIRT BIKE® Magazine. Just send us your name and address along with 25¢ to cover postage and handling. If you include 50¢, we'll send all the above **plus** a Klotz sew-on patch.

Dealer inquiries are always welcome.



KLOTZ POWER TO GO

Klotz Special Formula Products, Inc., Box 1343,
Dept. DB 64, Ft. Wayne, Indiana 46801



Cont'd. from page 9

small car paper air cleaner and use grease to ensure a good seal. I can't really say anything about the carb swap on the 450, but my 250 uses the same 36mm Bing and it would take an awful big hammer to make me throw it away. I increased the slide cutaway about .010 to get the bike to come off idle cleanly, and that's all.

Keep up the honest testing, but mention what can be done to remedy faults too. Oh yeah, enclosed is my money for a subscription so I won't have to look so hard for such a horrifying article again.

Stuart P. Sutherland
FPO San Francisco,
California

Thanks, Stuart and Bob. We agree that the best of all possible worlds would include follow-ups on the test bikes, but sometimes the best we can do is print letters like these.

PREDICTIONS

I just happen to know a clair-

voyant, who made these predictions for 1974:

1. Super Hunky will agree to a calender-type encore in the pages of *Motocross Action*.

2. A professional speech therapist will pronounce Pete Szilagyi's name.

3. A herd of wild Bultacos will trample a Preston Petty fender and break it!

4. A Hodaka Combat Wombat ridden by Laura Lane will win the '74 Coliseum Motocross.

5. John Penton will realize he can't make 100 percent on his new 250s.

6. DIRT BIKE will undertake a new project using an 850 Moto Guzzi.

7. Harley-Davidson will make a dirt bike!

8. Ake Jonsson will race a Maico with a Yamaha engine and Yam forks for the 1974 season.

9. An expedition to the Andes Mountains will be shown on *American Sportsman*. It will be led by Carl Shipman and 900cc Kawasakis will be used.

10. Husqvarna will move their major manufacturing and develop-

ment plant to Bonneville. In the words of a Husky official: "We need some real motocross development terrain!"

Rick Clark
Henniker, New Hampshire

DOES IT REALLY GO THIS WAY?

I'd like to make a few corrections to the Nov. '73 Checkpoint: First, Honda did make bicycles (out of B-29s); second, Yamaha really doesn't print sheet music over old repair manuals; third, "sake" is spelled with an "E"; fourth, don't call your Datsun, "Yokohama mama," do call it "bad handling"; fifth, don't drink Gatorade from a bowl, do it from tea cups; sixth, don't call your bike "zero," but "mitsubishi"; seventh, it's not Godzilla, it's Monster X; eighth, we eat rice with spoons nowadays; ninth, Charlie Chan was Chinese, dummies; and last: DON'T SAY WE CAN'T KISS THE TROPHY GIRL; JAPANESE CAN KISS TOO, YA KNOW!!!

Karl Matsunaga
Culver City, California

KLOTZ YOURSELF!

Klotz shirts. Dirty old bike riders love 'em! These new T-shirts are made from the finest machine washable cotton blends (unshrinkable, 50% dacron polyester, 50% cotton). The colorful designs are applied by modern high-heat transfer methods and will not fade or deteriorate even after repeated washings. Male and tootsie sizes available.

Got plenty of T-shirts? The same Klotzy' designs are available in transfers that may be applied permanently to any fabric with an ordinary household iron. Think of it; you could even be the first on your block to have your very own Klotz jammies.



Name _____
(please print)

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Check design and quantity desired:

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<input type="checkbox"/> T-shirt \$3.00	<input type="checkbox"/> T-shirt \$3.00	<input type="checkbox"/> T-shirt \$3.00
<input type="checkbox"/> Transfer \$1.00	<input type="checkbox"/> Transfer \$1.00	<input type="checkbox"/> Transfer \$1.00

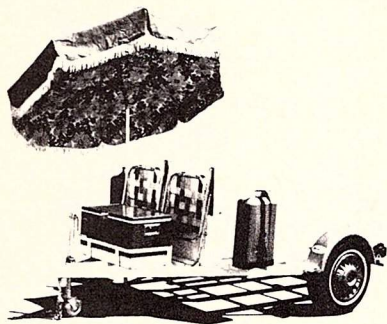
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FREE with every order:

- One 6" Klotz decal;
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Please enclose \$3.00 in cash, check or money order for each T-shirt desired. Enclose \$1.00 for each iron-on transfer desired.
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CHALLENGE NO. 1

Today I went to the California Highway Patrol office to participate in a motorcycle seminar. When riding on a dirt track, the patrolmen said (and I quote): "We know a guy with a Harley Electra Glide that can ride in the dirt and do the job much easier and faster than a dirt bike." They don't care who rides the dirt bike and they want to set up a race. Believe it or not.

Felix Miranda
Fresno, California

ATTENTION Highway Patrol at Fresno. We accept. Much as we'll hate to have that Harley rider's broken body on our consciences, we must meet this challenge. Felix, tell them to call us up and arrange the details.

REBUTTALS REVISITED

This is a rebuttal to David B. LaFreniere's rebuttal to Kenneth Blair and his rebuttal to Kelly Wetter's statement:

LaFreniere, I agree with you that a blind man on a '49 Indian can blow the spokes off your 250

Petrochem
ESP
RUST INHIBITING
PENETRATING OIL
and LUBRICANT

• ULTRA-THIN WATER
DISPLACING FILM
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EXTRA SPECIAL PROTECTION

DANGER: CHLORINATED HYDROCARBONS
KEEP FROM HEAT OR FLAME
SEE PRECAUTIONS ON SIDE PANEL

NET WT. 4 OZ.

**Waterproofs,
lubricates,
penetrates.**

Petrochem ESP dries out and waterproofs ignition system. Also a rust inhibiting, lubricating and penetrating oil. Spray entire motorcycle, bicycle or snowmobile after washing. Shines like wax after wipe-off, protects paint and chrome, lubricates where needed.

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Genuine deep-cleated
VIBRAM® lug soles
and heels wear like
iron, far longer than
ordinary soles.

BIKE RIDER'S BOOT by FRYE

Crafted Exclusively for Crawford House

Now, for the first time, a boot designed especially for today's pleasure bike rider — with the extra stamina and special features you need, plus the kind of styling you want!

The FRYE Bike Rider's Boot is a full 14" high, benchcrafted in black or hand-stained brown cowhide — a beautiful, mellow, supple leather that looks good and feels good. It has a roomy square toe, harness strap with solid brass hardware, full leather lining and securely anchored leather pull-on straps.

Toes have special overlay cap of scuff-resistant genuine grained bullhide leather, one of the toughest in the world. Under the arch, FRYE builds in a unique "double leaf" reinforced steel shank (like that in a lineman's boot) to stand up under kick-starting. No breakdown at the arch! Boots last far longer.

These FRYE Bike Rider's Boots are sold only by mail. NOT AVAILABLE IN STORES. Use the coupon. Available in full and half sizes 6 through 14, widths B, D, E and EE. Mention color choice, please. Enclose check or money order for \$49.50 per pair, plus \$2.50 postage and handling. Allow 15 to 30 days for delivery, please. Satisfaction guaranteed, of course.

CRAWFORD HOUSE, INC.

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Please send _____ pairs of FRYE Bike Rider's

Boot, size/width _____, color _____

I enclose ☐ check ☐ money order for \$ _____

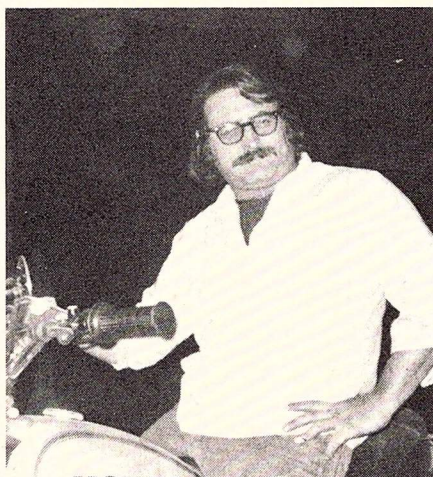
Name _____

Address _____

City/State/Zip _____

Greeves. But when you say that your Greeves can blow off a 125 Penton or a Honda SL125, then, sir, you should be the one that's sticking assend out of your compression release. Thank you.

Guy Marsh
Lancaster, California



CHALLENGE NO. 2

We of the Great Italian Motorcycle Maniacs Enterprises (GIMME) are ready to challenge Super Hunky for supremacy. We have our own super: Angelo

Donald Irving Lafera, the Magnificent (also known as Super Guinea).

We challenge the Hunk to any type of competition you demand (providing it doesn't require a motorcycle because Super Guinea is really a better lover than racer).

G.I.M.M.E.

High Falls, New York

Once again, we accept. The S. Hunky challenges the S. Guinea to a pizza-eating contest. A true test of will, stamina and skill. Write us to arrange the circumstances. No damn Sicilian pizza, either. That stuff is nothing but plaster of Paris stained with tomato paste. It's so bad that it's like eating a pillow that somebody bled on.

TECH TIP FOR SUB-32-DEGREE EASTERN WOODS RIDERS

Back East, a turgid hub-high stream is often followed by a long, icy, root-ridden hill. If one fortuitously reaches the summit first, he has the pleasure of observing his comrades grunt and curse their

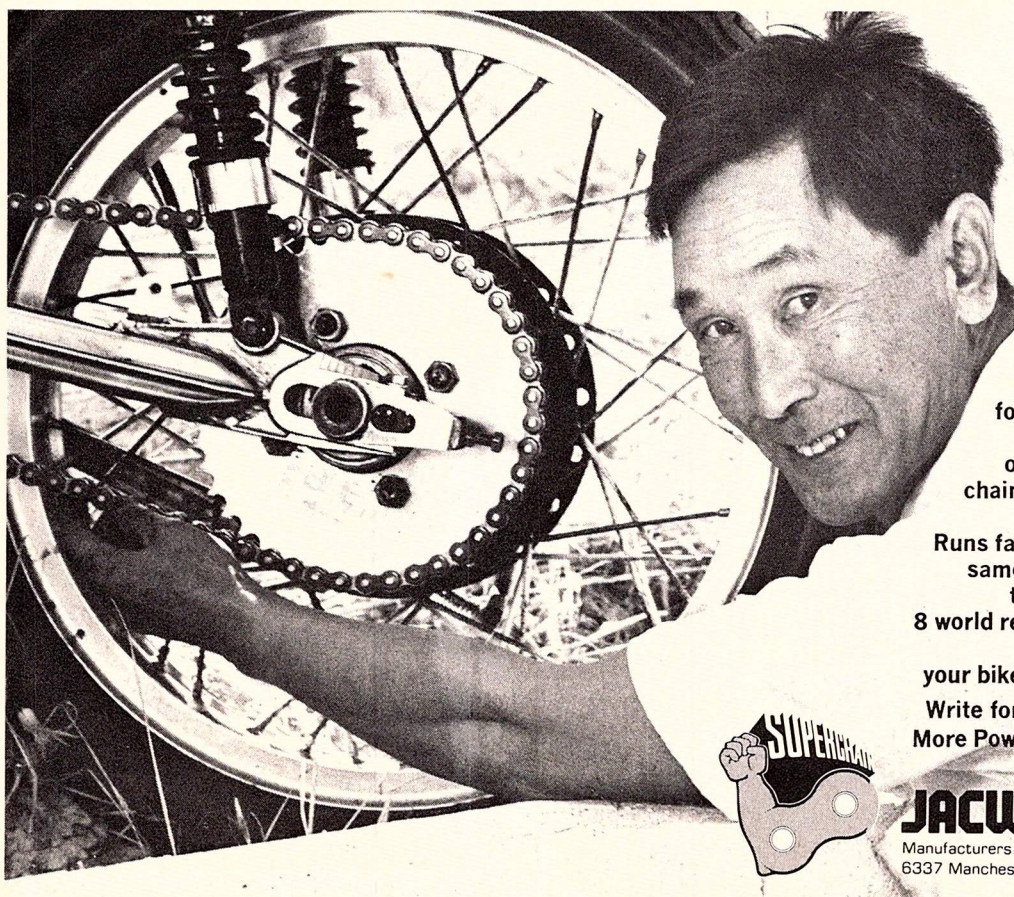
way to the top. However, I found a flaw to this orgasmic treat. Sitting after the frigid stream-crossing caused my front brake to freeze tighter than the proverbial rodent sphincter. (This confirms my suspicion that Kawasaki engineers have stolen brake secrets from a prominent Spanish manufacturer.) Anyway, several barbaric attempts to dislodge the frozen device failed. So I followed a basic instinct, unsnapped my Barbour suit, and fumbled through my long johns. Ah yes, I relieved by bladder on the front axle. The result was immediate success and a general sense of physical relief.

This occurrence poses a forceful argument for that last cup of coffee on cold Sunday mornings.

Thomas Slick
Allison Park,
Pennsylvania

RECORD BREAKER

The Off-Ground Assault Record has been broken by my brother and his brother-in-law. My brother
Cont'd. on page 94



"8 world records at Bonneville and no chain adjustments, that Superchain is incredible..."

"Pops" Yoshimura, world famous tuner and racing expert.

Put the chain of winners to work for you. DenseLube Superchain.

Strong, long-lasting. The world's only self-lubricating motorcycle chain. With lubricant sealed inside to eliminate chain failure.

Runs fast, cool and clean. The same stock Superchain that helped the Yoshimura Team set

8 world records — without any chain adjustments — is ready to go on your bike. DenseLube Superchain.

Write for more information.

More Power to the Wheel... from Jacwal.



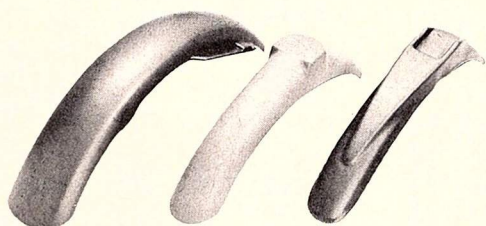
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Manufacturers/Importers/Distributors of Motor Sport Accessories
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Pacifico replaces original equipment.



Light weight, flexible, indestructible copolymer replacement parts in white and popular good-looking colors. Pacifico replacement parts available for most popular dirt bikes, including 16 new models. Many sizes easily used on other bikes.



Model No.	Suggested Retail	Black	Silver	Red	Yellow
1000 CZ Rear Tail Piece	9.95			X	X
1100 SUZUKI 250-400 Front Fender	9.95			X	X
1110 SUZUKI 250-400 Rear Fender	9.95			X	X
1120 YAMAHA AT1/CT1 Rear Fender	11.95		X		
1130 YAMAHA 250-360 ENDURO Rear Fender	13.95	X	X	X	X
1140 YAMAHA 250-360-500 MX Front Fender	10.95		X		
1150 YAMAHA 250-360-500 MX Rear Fender	8.95		X		
1160 YAMAHA Mini-Enduro Front Fender	5.95	X	X	X	X
1200 HUSQVARNA Rear Tail Piece	10.50		X		
1210 HUSQVARNA Lower Mudguard	8.95		X		
1220 HUSQVARNA Air Cleaner Cover	5.95		X		
1230 HUSQVARNA Front Fender	10.95		X		
1400 MAICO "Works" Front Fender	10.50	X	X	X	X
1410 MAICO "Works" Rear Fender	10.50	X	X	X	X
1500 HONDA SL 100/125 Front Fender	8.95		X		
1510 HONDA SL 100/125 Rear Fender	9.95		X		
1520 HONDA XL 250 Front Fender	9.95		X		
1530 HONDA XL 250 Rear Fender	9.95		X		
1540 HONDA XR 75 Front Fender	5.95		X		
1550 HONDA XR 75 Rear Fender	8.95		X		
1560 HONDA ELSINORE Rear Fender	13.95		X		
1570 HONDA ELSINORE Front Fender	9.95		X		
1600 OSSA Front Fender	9.95	X	X	X	X
1700 METISSE Front Fender under 250 cc	10.95	X	X	X	X
1710 METISSE Front Fender over 250 cc	10.95	X	X	X	X

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Gresham, Oregon 97030

Pacifico Products are available at all leading motorcycle dealers. If unable to locate what you want, use this coupon.

PACIFICO INCORPORATED P.O. Box 348, Gresham, Oregon 97030

Please send the following replacement parts:

Model No. _____ Color _____ Price _____

Model No. _____ Color _____ Price _____

Check enclosed (add \$2 for handling charges) \$ _____

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Address _____

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☐ Send 50c and get our new 1974 catalog and T-shirt iron-on decal.

PACIFICO

Prices may vary from our suggested retail due to freight and local taxes.

KAWASAKI MEETS YZ — FINALLY

YZ had to be kept spinning, but rocketed out of the turns.

Bankroll breaker versus budget bun-buster



By the Staff of DIRT BIKE

Two bikes are sitting right next to each other in the Great Yellow DIRT BIKE garage. In fact, one is leaning against the other because it doesn't have a kickstand. We've had both of these machines for some time now — and they look it. The Yamaha has paint rubbed off the tank from lord knows how many knees rubbing against it. The paint on the Kawasaki held up a little better, but has several deep scratches in it. None of the levers on the handlebars has the exact shape it had when new. They've been leaned on and re-bent a few times.

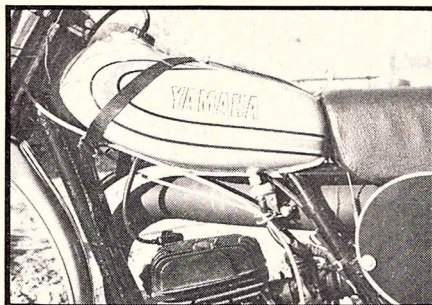
Those spiffy rims are now wobbling a bit and the sharp edges are gone from the knobs — front and rear. Both bikes have dirt imbedded in the pores of the metal. So deep, that all the 25-cent car washes in the world aren't going to make them look new again.

Good low end torque of Kawasaki allowed riders to easily churn out of deep sand.

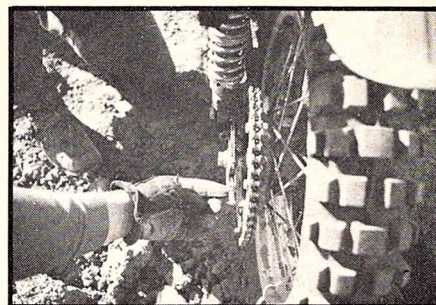




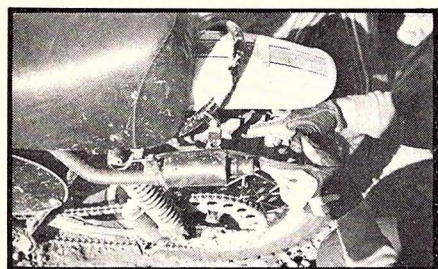
Both bikes have been thrashed. Ridden hard. The motors sound quite a bit looser than when we first got them, but they're still pumping out buckets of crisp horsepower. In fact, they seem a bit faster, if anything, now that they've loosened up. Of course, if you listen close, you can hear some clickings and whirrings and slappings that weren't there a month ago. Nothing broken, mind you. Just . . . ah, well-seated. Those



YZ had everything well tucked in and protected.



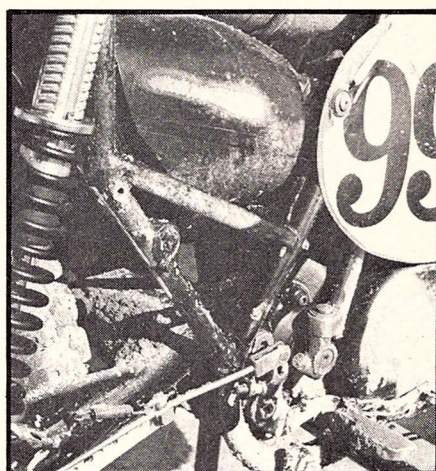
Keep an eye on the adjusters, as they flop down occasionally and let the wheel cock to one side.



A left-side spill on the YZ will often push the muffler into the knobby. Bike is offensively loud.



Jeff Blix tries new shock on his modified YZ. We liked his better than the stock YZ.



Pro-Fab did the cutting on Jeff's bike. It's not a simple job and shouldn't be attempted by an amateur.

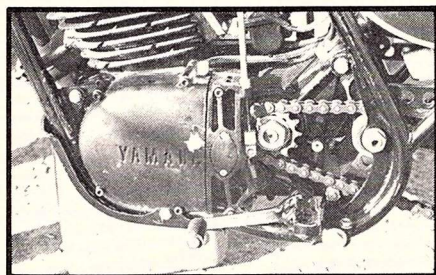
two motorcycles have been run more and harder and longer than they would in six months in the hands of a private owner.

We raced them on weekends, rode them during the week and then raced them the next weekend. In fact, one weekend the YZ was raced in both the Novice and Expert class at a Grand Prix. Then the filter was cleaned, nuts and bolts tightened and it was ridden the next Wednesday by no less than six test riders for hours at a whack.

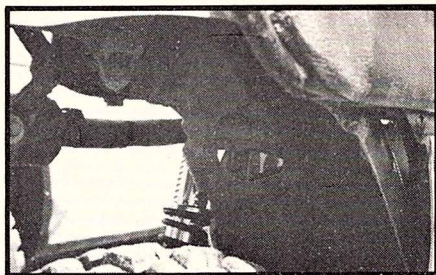
In other words, what we are trying to tell you is: (1) We rode the bikes harder than common sense dictated. (2) We sorta tried to break them. (3) We lived with the bikes in order to find out what they were truly like. (4) We didn't break either of them. (5) We found out a great deal about these two motocrossers. (6) Keep reading, because now we're going to tell you what they're like.

Right up front, you must know what these units are going to cost . . . and the difference in pricing poses a "must justify" question. Price on the Yamaha YZ as of this writing is over \$1700. Price of the Kawasaki is approximately \$1150. So you've just got to ask, "Is the YZ worth the difference?"

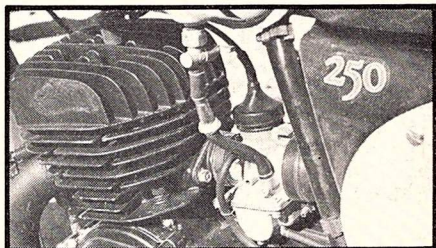
Rather than stand around with our shorts in our mouth and give you one of the typical mealy-



Everything on Yamaha was drilled for lightness — including countershaft sprocket, pegs and brackets.



Close-up of the forward mounted shock setup shows modification needed to gain pipe clearance.

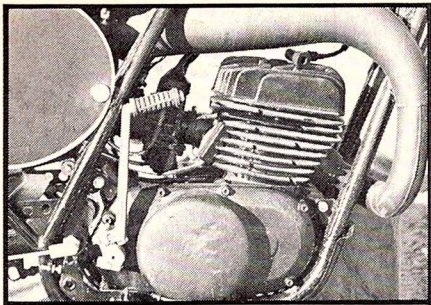


Kawasaki comes stock with inline fuel filter.

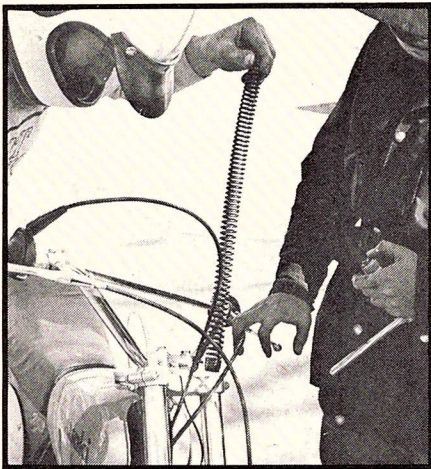
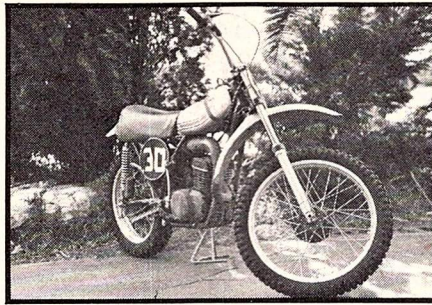
mouthed "magazine" answers (it's really up to the rider . . . or, the final choice is whether you like gray or green . . . or, gosh, they're both so wunnerful that we really cannot decide here at good old POPULAR MOTOR CYCLE WORLD AND ILLUSTRATED QUARTERLY), we'll tell you right

up front that the YZ most assuredly is not worth the difference. At least not in the way the bikes perform.

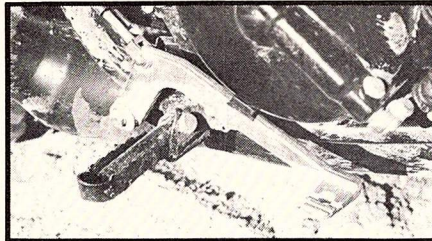
In all fairness to Yamaha, they *did* put a whole lot of quality (read expensive) components into the YZ that the Kawasaki just does not have. Seriously. If you get down on your haunches and take things



YZ was very narrow and nothing snagged rider when standing.



Fork springs on our Kawasaki sacked in the first 15 minutes of riding — we replaced them with 250 Kawasaki MXer springs.



250 Kawasaki had many nice details, and a number of poorly thought out details — like the pegs.



DIRT BIKE Editor seen in spine-tingling action during a motocross race with the 250 Kaw.



Hammerhead shocks on Kawasaki worked fine for 15 minutes, then became totally useless.

crosses the finish line first is da winnah.

Now. Let's take a deep breath and look at both bikes as they stand delivered. Right out of the crate. If you took both of these machines out of the proverbial crate and filled them with gas and oil, then raced them around a motocross course, the winner would probably be the YZ. All other things, like skill and such, being equal, of course.

But sit and think for a moment before you say that this would justify the YZ's price tag. Remember, you've got a \$500-\$600 difference in initial cash outlay. If you take a part of that difference — say, \$150 — the story changes. Then the bikes will perform so closely that it really won't matter. However, if you are the guy who bought the YZ, then you have a bigger hole in your wallet than the guy who bought the Kawasaki. If, then, we deal with realities, the Kawasaki is a better buy and at least an equal performer. It'll cost you a few bucks, but you'll still be ahead of the financial picture.

In addition to our regular test riders, we were fortunate enough to have two fast experts help us with the evaluations. Jimmy Weinert showed up, looking for all the world like a lime sherbet, and rode both bikes. And Jeff Blix, a California hotshoe who has been kicking ass in the 250 class on his YZ, showed up. Blix brought along his personal highly modified YZ. Weinert, as usual, brought nothing and even scored about 20 free magazines from us. Rumor has it that he was seen selling them later in the day to school kids, but we cannot verify it.

INITIAL IMPRESSIONS

The time-honored method of getting on a bike is to "sling a leg over it." Easy enough, unless you're under 5' 8" tall. The Yamaha is very tall, and all us short folks will hook a foot on the back edge of the saddle and fall down unless the leg is swung quite high. No easy trick if you're wearing 20 pounds of sweaty leathers and gigantic MX boots. Not so with the Kawa. It's much shorter in the saddle and most average-height riders will be able to plant both feet firmly on the ground whilst straddling the green machine.

While you're sitting on the bikes, you can flop them from side to side and get an idea of the weight. Both feel very light, and later, the scales showed them to be the same — 215 pounds with a third of a tank of gas. In fact, the weight distribution was identical on both bikes. Sort of makes you think they should feel identical to each other, doesn't it?

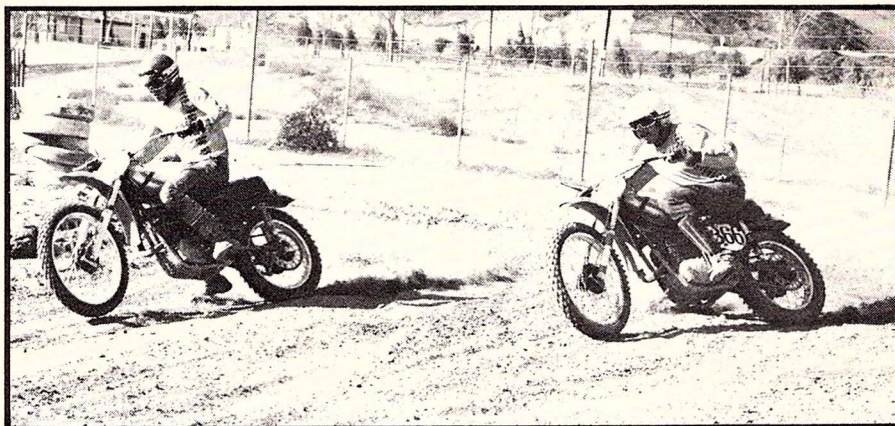
No way.

The bikes feel worlds apart. Even starting the two machines is totally different. Both bikes share a new curse on the carbs, however. Instead of the good old Mikuni choke lever that we have all come to know and love for cold starting, the new carbs feature a stupid little rod that must be grasped between thumb and forefinger, pulled up and twisted to lock in place. This is no easy feat. Not only is the thing small and hard to hold, but it slips down occasionally. It is, however, probably a half-ounce lighter than the older version. Big deal.

Whatever. To light off the Yamaha, you turn the petcock on (one position only), pull up the choke and kick. And kick some more. Eventually, the bike will get some fire inside. At no time during the test could we call the YZ an easy starter. The YZ started best when it was good and hot and the rider gave it a huge kick. The Yammie comes to life with a raspy snarl and a nervous revving that immediately tells you that not a whole lot of flywheel is inside those cases. Blip the throttle and the r's build instantly. No hesitation. You won't even need a dyno to tell you that lots of speed-freaked ponies are in the engine.

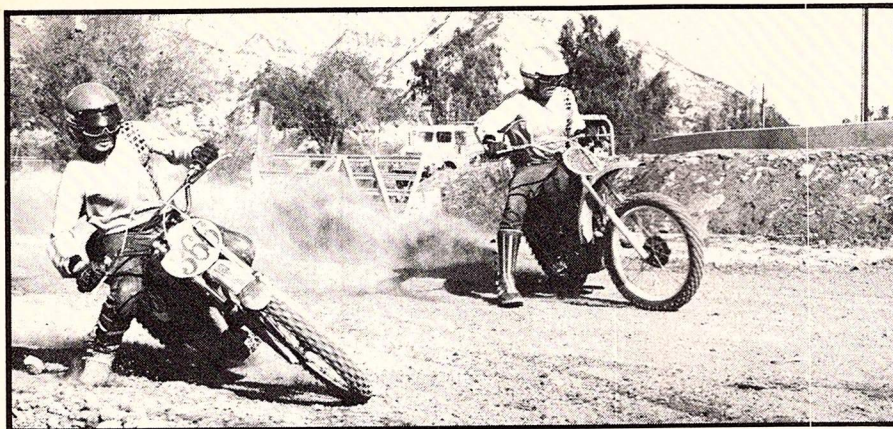
No such sounds flit out of the Kawasaki when you get things stirring. It just starts and makes the usual 250 cee cee noises. Foomba-foomba. And, the savvy rider can tell right off that the Kawasaki has some flywheels inside. Revs build lots slower. Whack the throttle wide open with the bike in neutral and the engine gives a little quiver, then patiently builds some r's. Patiently, that is, in comparison to the YZ.

It seemed to us that the YZ was more cold-blooded than the Kawa. It took several long minutes for the Yammie to quit blubbing and belching before it ran crisp and



Jeff Blix said the modified YZ was a better slider than the stocker. See?





clean. One trip through the gears of the Kaw got it cleaned out enough to feel right.

Just about everyone who rode the YZ stalled it when first taking off. With the very light flywheel effect and the tall first gear, a lot of revs had to be fed and the clutch slipped out discreetly to get moving. Or the alternative approach: Wing the sucker up to about seven grand and just dump the clutch. The second (alternative) method does take some practice, we must caution.

In contrast, just about anyone could initiate forward motion from the Kaw without a whole lot of thought. Merely raise the revs a bit and let the clutch out like any street bike around. You're moving.

Once the Yamaha got thoroughly warmed up, we put a few easy laps on it to get the feel. Even on these easy laps, the front end of the YZ wanted to climb up in the air. Just a halfhearted blip on the throttle brought an instant response. While taking those familiarization laps, the suspension felt on the firm side. Most of the small bumps and ripples could be felt through the bars. However, the medium bumps were soaked up fairly well. Obviously, the Yammie was not meant to be ridden slowly.

Soooo, we ran through the gears briskly. Hooooeee! Power. Lots of mid-range and plenty of beans on top as well. The YZ didn't want to pull at low revs at all, but the revs built so fast that the rider was never at a disadvantage. Because of the power characteristics, the YZ would literally explode from corner to corner. And this explosion of power meant that the rider had damn well better be pointed in the right direction when he nailed the throttle. You just don't slop your way through a turn and roll it on to exit. If you do, the rear end of the YZ will whip out or the front end will come up *and* the rear end will come out. The YZ is best cornered by entering deep into a turn, braking hard, going down to the correct gear and making a berm shot (or a tight pivot), then picking the bike upright and bolting to the next turn.

Acceleration is fierce and it'll take a crisp 400cc bike to outpull the YZ from corner to corner. We found it best to sit well forward to keep the front end from skittering



Stock and modified YZs.

KAWASAKI 250 MX

PRICE: Retail, approx. \$1150
 ENGINE TYPE: Two-stroke single, air cooled
 DISPLACEMENT: 246cc
 BORE & STROKE: 69.5mm x 64.9mm
 COMPRESSION RATIO: 7.9:1
 CARBURETION: Mikuni VM34SC
 HP @ RPM: (claimed) N/A; (actual) 26.6 @ 8000
 CLUTCH: Wet, multiple disc
 PRIMARY DRIVE: Gear, 2.68
 GEAR RATIOS:

- 1) 2.33:1
- 2) 1.73:1
- 3) 1.41:1
- 4) 1.16:1
- 5) 1.00:1

AIR FILTRATION: Wet foam
 ELECTRICAL SYSTEM: Magneto CDI
 LUBRICATION: Pre-mix
 RECOMMENDED FUEL: Premium
 RECOMMENDED OIL: Kawasaki
 FUEL CAPACITY: 2.38 gallons
 FRAME: Tubular, single cradle
 SUSPENSION: (front) Telescopic forks; (rear) Swingarm w/Kawa shocks
 WHEELS: D.I.D.
 TIRES: (front) 3.00x21 Jap. Dunlop; (rear) 4.00x18 Jap. Dunlop
 DIMENSIONS:
 Wheelbase: 55.8 inches
 Ground Clearance: 7.7 inches
 Seat Height: N/A
 Handlebar width: 34 inches
 Weight: (actual) 215 pounds with 1/3 tank of gas; (on front wheel) 94 pounds; (on rear wheel) 121 pounds

BRAKES: Drum
 INSTRUMENTS: None
 LIGHTS: No
 SILENCER: Yes
 SPARK ARRESTOR: No
 PRIMARY KICK: Yes
 PARTS PRICES (frequently replaced items)
 Piston assembly: \$38.40
 Clutch cable: \$4.00
 Cylinder: \$66.40
 Shift lever: \$10.30
 Brake pedal: \$7.60
 Clutch lever: \$2.90

YAMAHA 250 YZ

PRICE: Retail, approx. \$1700
 ENGINE TYPE: Two-stroke single, torque induction
 DISPLACEMENT: 246cc
 BORE & STROKE: 2.756 inches x 2.750 inches
 COMPRESSION RATIO: 7.4:1
 CARBURETION: Mikuni VM34SC
 HP @ RPM: (claimed) N/A; (actual) 28.8 @ 8000
 CLUTCH: Wet multiple disc
 PRIMARY DRIVE: Gear, 3.083
 GEAR RATIOS:

- 1) 1.789:1
- 2) 1.409:1
- 3) 1.166:1
- 4) 1.000:1
- 5) 0.857:1

AIR FILTRATION: Wet foam
 ELECTRICAL SYSTEM: CDI inner rotor
 LUBRICATION: Pre-mix
 RECOMMENDED FUEL: Premium
 RECOMMENDED OIL: None
 FUEL CAPACITY: 1.8 gallons
 FRAME: Tubular double loop
 SUSPENSION: (front) Telescopic forks; (rear) Yamaha Thermal Flow
 WHEELS: Alloy
 TIRES: (front) 3.00x21 Dunlop; (rear) 4.00x18 Dunlop
 DIMENSIONS:
 Wheelbase: 55.9 inches
 Ground Clearance: 8.9 inches
 Seat Height: N/A
 Handlebar width: 35.0 inches
 Weight: (claimed) N/A; (actual) 215 pounds with 1/3 tank of gas; (on front wheel) 94 pounds; (on rear wheel) 121 pounds

INSTRUMENTS: None
 LIGHTS: No
 SILENCER: Yes
 SPARK ARRESTOR: No
 PRIMARY KICK: Yes
 PARTS PRICES (frequently replaced items)
 Piston assembly: \$23.00
 Clutch cable: \$2.78
 Cylinder: \$99.95
 Shift lever: N/A
 Brake pedal: \$19.22
 Clutch lever: \$3.20



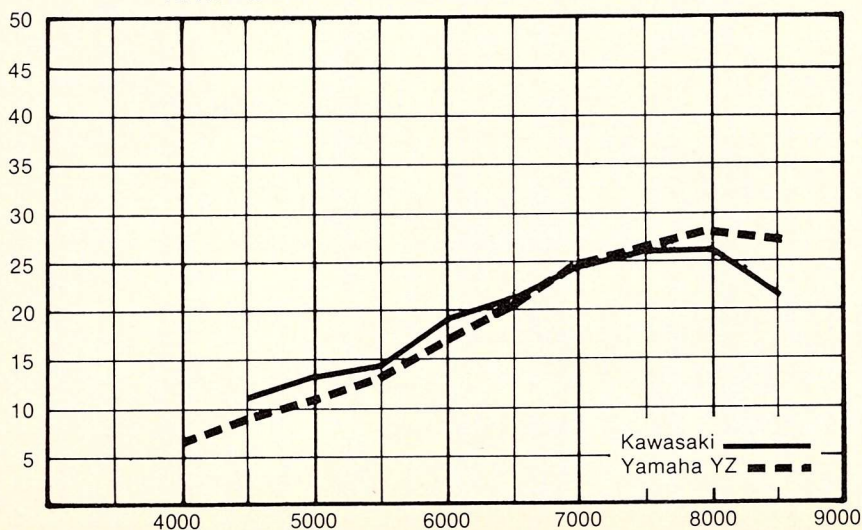
up. Oh yeah. The front end. You must pay attention to where your body position is, or you'll spend a great deal of time out of control. Much of the aerobatics of the front wheel are due to the high seating position and lightness of the front end and not because of any flaw in weight distribution.

We had several anxious moments when leaving jumps. Most of our riders tend to think of test bikes in "normal" terms. In other words, you treat a bike like any other bike, until it lets you know otherwise. "Otherwise," in the case of the YZ, meant almost looping it. Try to take a jump in the "normal" manner on a YZ and you'll ruin your shorts. It took us more than the usual few laps to get the feel of the Yamaha, but once we did, that problem ceased.

By contrast, the Kawasaki was very easy to ride right from the beginning. Seating position is low and this induces some additional confidence in the rider. Power comes on right from the bottom of the rpm range and surges strongly at mid-range, flattening out sooner than the YZ. Our dyno testing backed up this initial impression. The YZ does have a few more horses on top. Still, the machines are virtually equal in acceleration. With ideal traction conditions, the YZ would slightly edge the Kawasaki in a straight line drag race to the first turn.

HANDLING TRAITS

Obviously, some thought had been put into the YZ chassis, as the bike had superb manners. It was neutral in front/rear behavior. To make the rear end slide, the rider had to get forward on the gas tank. By just sitting in the normal middle position, the front end would still bite and hold. To get best results out of the YZ, the competitive rider will have to move all over the machine. You just cannot park your rump in one

KAWASAKI — YAMAHA YZ DYNO CHART

spot and expect to make the YZ work. The YZ rider will constantly shift his body weight around to get maximum benefits of the light weight and good geometry. This is truly not a bike for the beginner or novice rider. In fact, out of all the people who rode the machine, the fast experts liked the bike far more than those with lesser levels of skill. What was terrifying to the beginner, was just what the pro wanted.

Back to the Kawasaki for a moment. No one had any difficulty with it, even though there was some front end washout. A little too much to suit us. In order to eliminate the "plow" up front, we loosened the pinch bolts on the triple clamps and let the fork legs slide up until they made contact with the bars. Perhaps a half-inch change was all we gained, but that made a big difference in the way the bike reacted. Now, instead of the front end slipping outward in the tighter turns, it bit well enough to allow the rider to stuff it inside. Of course, a great deal of weight had to be over the front end, but this is normal on most moto-

crossers. The Kaw was a slider.

Both bikes tracked well in a straight line over bumpy ground at high speeds, with the Kawasaki being more of a "straight-liner" than the Yamaha. Neither bike tracked as well as a Bultaco or a Maico in the sand — but then, what does?

Neither machine had a bad case of rear end hop, but attention had to be paid to the Yamaha and corrections were demanded frequently. No spooky shakes or shudders were felt on heavy impact on either bike.

SUSPENSION

At first, we thought our Kawasaki had decent shocks and poor forks. But after we entered the bike in a 45-minute Grand Prix, our opinions changed. The forks are atrocious and the shocks are sad jokes. If the rider engages in only ten- or 15-minute motos, the shocks will be satisfactory. But once they get hot, all of the damping goes away and the springs take over completely. And you know what an undamped spring does. Boing, boing. The

ass-end of the Kaw gets compressed in a rut, then recoils and leaps into the air. Front wheelstands become common. By the time the shocks go south, the forks are bottoming and topping out over moderately rough bumps. We tried a number of different oils in the forks and nothing really helped. Kawasaki team riders are not using the stock forks, and unless you're a slow rider, you won't want to either.

We wanted to install a Number One Fork Kit on the 250 Kaw, but the manufacturers told us their kit did not fit the new model 250 or 450. They're going to send us one of their new kits as soon as they modify it to fit, and we'll check it out and let you know if it works as well as their other kits. But as it stands right now, replacement forks are going to be a must. In fact, the first day we received the bike, the stock fork springs sacked out and we had to scavenge a set from another bike the Kawasaki folks had along. We did not experiment with the hammerhead shocks, but they can be taken apart and the oil changed. It still looks



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like they don't offer enough travel for the competitive rider, though, and replacement shocks will be a must.

Our Yamaha never gave us much trouble in the suspension department, but it was not really a comfortable ride. Overly firm would be the best description of the forks. Lighter riders sniveled the most about being beaten to

death by the suspension, but heavier riders thought the suspension was in the ballpark. This would indicate that springs can be changed to suit body weight. We had a highly modified YZ along for comparison and it was a great deal more comfortable to ride than our stocker.

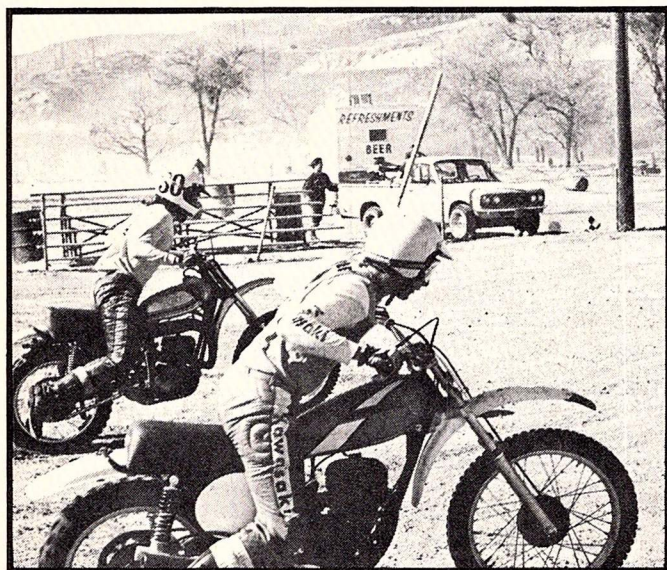
Jeff Blix, a 250 Expert who has been on a win streak lately, let us

put a lot of time on his machine. He ran 20-weight Lubritech fork oil up front and it helped. On the back, he sported a forward mounted shock setup done by Pro-Fab and a pair of the new Arnacos with a relief valve. The combination worked well and most of the harshness of the stock YZ was not present. Jeff also had some good rubber on his bike and that too made a difference, especially the Barum knobby on the front. Both the Kaw and the YZ had painfully average tires that were on the hard and slippery side. Reducing the tire pressure down way low helped the bite on both bikes, but allowed too much wallowing on hard packed turns.

We also raced the YZ and had better luck with the suspension than with the Kaw. During the entire 45-minute race, the suspension stayed pretty much the same as when we started . . . too harsh, but no annoying bottoming or topping. At least the Yamaha suspension is made to last the duration of a lengthy race and can more than likely be sorted out to suit the rider. As of this writing, the Kawasaki does not enjoy that advantage.

RACING BOTH OF THE BIKES

After the 45-minute race, both riders got together and compared notes on the two bikes. The YZ had been raced in the Expert class and the Kawasaki in the Junior division. Both riders were hammered — the YZ rider much less. Notes from the YZ rider: "Those bars are so wide that it's uncomfortable. Still, I suppose you could cut some off the end with a hacksaw, but I don't like the shape at all. It cramped my forearms early. . . . Shifting was not what I'd expect from a Yamaha. I missed a lot of gears, mostly between second and third — going either way. And you can't tell what gear you're in most of the time. The jumps between the gears are very small and the revs build so quickly, you're never really sure if you shifted or not. Oh yeah. I stalled a whole lot. Seems like you just touch the rear brake and the engine locks up. I suppose you could get used to it, but I would have been happy with something a lot less sensitive. Especially when



Drag races to the first turn proved two things . . .

... (1) the bikes were evenly matched and (2) Weinert was faster than our guy on either bike.

you get tired and a little sloppy in your reactions. I even bumped the YZ out of gear accidentally a few times. But the bike was fast and nothing pulled me down any straight. Grips ate my hands alive, even through a good pair of gloves. That tank is not as narrow as it seems and I bruised the inside of my thighs on it as I was crawling

around. Wish there was some flywheel in that motor."

Comments from the Kawasaki rider: "My (censored) arms are ready to fall off. This (censored) thing beat me half to death. But it does have neat power and I was going real strong until the suspension went away. And I mean a-way. It shifts just fine and you

don't even have to think about the gearbox. Just nudge it and you're right there. And the brakes are perfect. Just enough and they don't lock up prematurely. Little bit of chatter in the rear brake, but hardly enough to snivel about. Plenty of power and lots of low end grunt. If the bike just had some suspenders, it'd be all any-



one would ever want. It's got better power and handling than an Elsinore, but the Honda has it beat easily in the shocks and forks."

WHICH ONE WOULD THE RIDERS BUY?

Most agreed that if they had to spend their own money, they would buy the Kawasaki *and* some good suspension units — front and rear. The asking price for the YZ is simply too high, in the opinion of those who rode the two bikes. Especially when you consider that additional money will have to be spent on the YZ to set it up properly.

A few other factors should be taken into consideration by prospective buyers of either bike. Parts prices vary a great deal. The YZ has a chrome liner. This means that if you puke an upper end, the barrel will have to be replaced. You can't rebores. At approximately 100 bucks for a barrel, this is no small consideration. Still, the wear should be minimal if the bike is kept scrupulously clean in fuel and breathing inlets. Strangely, the piston in the Kawasaki costs almost twice as much as the Yamaha piston. Don't ask us why.

Like we said earlier, if you look real close, the high cost of producing the YZ is apparent. A tremendous amount of detail work was put into the execution of the bike. Weinert told us that the bike was, indeed, the same thing they rode a few years back.

CONCLUSIONS

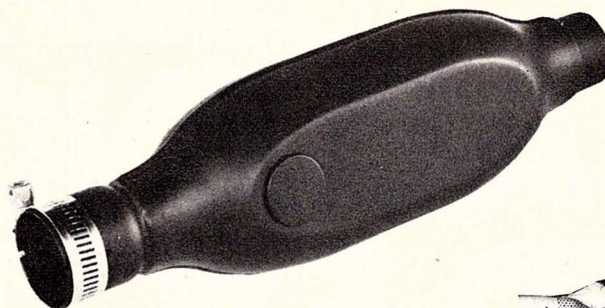
What Yamaha has done is give the consumer a "European" motorcycle. They made a first-rate chassis with a bon-eroo motor and a suspension that'll have to be sorted out from the ground up. It's a bike that's radical, fast, light and temperamental.

Kawasaki has taken the opposite approach and made an inexpensive bike that is civilized and relatively easy to ride. And one that has no manners whatsoever in the suspension department.

The only sad thing is that if the rider puts a hundred and fifty bucks into the Kawasaki, he will be able to race on equal terms with the YZ . . . and still have enough money left over to buy a small Yamaha enduro bike for fun riding.

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COMPETITION

THE CHALLENGING AND EXCITING INTERNATIONAL MOTOCROSS GAME

by Rondo Talbot

"Z-z-z-z! Huh? What? Oh, it's my turn."



The course was long, entirely too long, we thought. And despite the ten jumps, the five water crossings and the plethora of turns, the track was dull. Still, we were determined to run off the Hi-Torque First Annual Challenging and Exciting Intramural Motocross. Six contestants had signed up: R. Sieman (DIRT BIKE's team captain and mascot), J. Cairns (captain of the Libber Crossers Team), L. Lane (secretary to various wealthy Encino businessmen and former keeper of the readers' letters file; "former" because she recently donated the letters to the Library of Congress and got a tremendous tax break for all of us), M.R. Kerley (fabled editor of MOTOCROSS ACTION), D. Hetzler (the publisher of BIKE BIKE and CHOP CHOP Magazines, street-oriented Hi-Torque publications), and C. Heyberger (the pinball champion of Encino).

The promoter was fronting the bikes. That was the first hassle.

They were all exactly the same: small, weak, plastic versions of what appeared to be 1934 Jawas. And there were only four of them. A flurry of modifications, substitutions and scrounging took place. Sieman opted for the stock '34 Jawa. Hetzler also took one, but modified its wheelbase so that the handling would more closely approximate that of his Pursang. Kerley chose a '73 Acco Monarch Paperclip. Cairns and Lane used 1973 Maptacks, blue and red respectively. Heyberger selected a late '73 Blue Diamond Almond.

After an initial altercation about the rules (we settled on two laps a moto, three motos), the flag was then dropped.

Kerley and Heyberger grabbed the lead with a pair of terrific hole shots. Most of the rest of the pack just dribbled out of the starting gate — except for Sieman; he stalled.

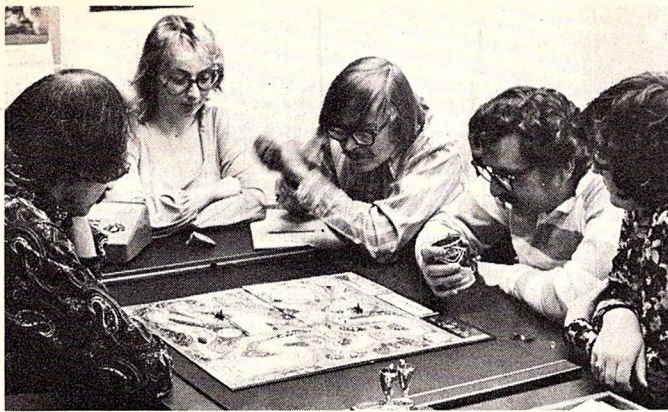
Minutes later the pressure of keeping up with Heyberger and his

Almond proved to be too much for Kerley; he crashed his '73 Clip coming off the first jump. He held second place, however, because he was up and going again while the rest of the pack rolled ones and twos.

In those first few moments, it looked like a win — going away — for Heyberger. The Almond was way out in front. Spectators and crews began chanting, "Go, go, go, Torsten Almond!"

But Kerley's Clip was right behind him and putting on the pressure again in a few short throws. And suddenly Sieman was right in there, in third on the stocker. Near the second water crossing on the south side of the track, where the course allows alternate lines, Kerley pushed and was momentarily alongside the Almond. But the bid for first failed and Kerley soon fell behind.

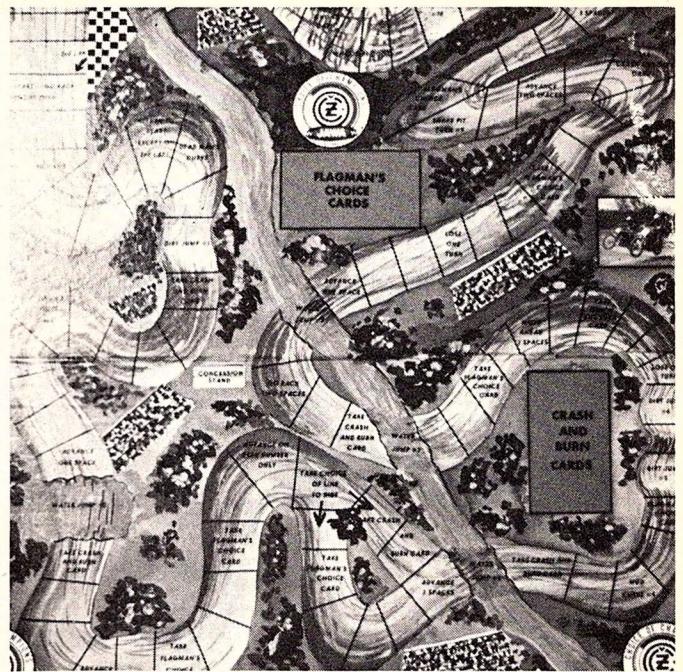
Meanwhile a strong play was taking place in the back of the field. By



Game provides fast-paced action; note the blurred hands.



Dejected cheater shown sitting out two turns.



The modified mount Hetzler pushed to fourth place.

wringing a couple of six-throws out of his modified Jawa, Hetzler was passing people. His burst of speed, his squirrely passing, and the fact that his piece was doing a constant wheelie unnerved his opponents and a spate of crashing ensued. By the time this debacle was over, Hetz had stormed to second place, but his take-over bid was finished.

At midpoint in the lap, it was Torsten Almond in front of Hetz by 12 lengths; Kerley, 12 further back; Lane on the '73 Tack three spaces behind him; and Cairns far, far behind in fifth place. Sieman was last.

As a matter of fact, Sieman and his stock piece were so far back that he resorted to cheating. He wasn't very subtle, however, and he got caught. So he was then penalized a couple of turns by all the other contestants.

About this time everything fell apart. Lane, then in second place, declared that a DNF was preferable to continuing the farce. Kerley

also pulled off the track and quit. None of this bothered Heyberger, who was just about to cross the finish line, or Cairns, who had moved up into second some distance behind him. Those two got the checkered in that order amid a squabble because everyone except Sieman refused to go another lap. Sieman was outvoted, black flagged, and blackballed. Naturally he refused to pay any attention at all and continued to dice with Hetzler for third place in the standings. Their battle was a long, drawn-out affair with a lot of one and two rolls, some rather intricate crashing, and a couple of lost turns each. Finally, Sieman squeaked by and applauded himself heartily.

RESULTS

C. Heyberger
Almond First

J. Cairns
Tack Second

R. Sieman
 Thing Third

D. Hetzler
Modified Thing Fourth

M. R. Kerley
Clip DNF

L. Lane
Tack DNF

IN SUMMATION

We found this board game painfully dull. We do not recommend playing it except while doing something enjoyable, like drinking beer, or, ah, something like that. About the only good the game will do is to lend some semblance of order to your other activities (the beer drinking, bench racing, whatever). But if you want one, get it from The Movin' Mike Co., Inc., 7018 Captain, Houston, Texas.

QUICK AND DIRTY TIMING FOR YAMAHAS

MORE ELECTRICKERY

Don't take it to a shop . . . screw it up yourself

By Blaine R. Dixon

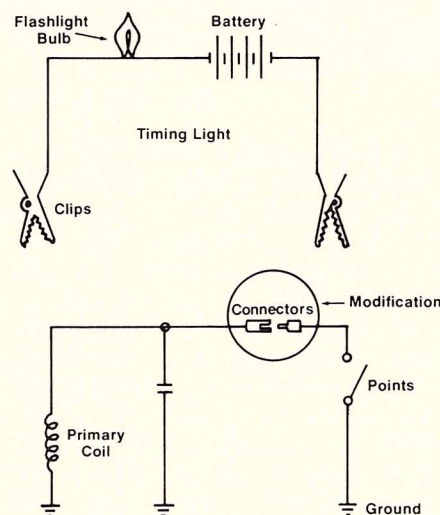
When was the last time you took your Yamaha Enduro-MX to the races, only to find that your timing was off, about ten minutes before the first moto (last moto, if you happen to be in the lead)? When this happens, one of the following will probably happen next. Either you go to the line and hope you can complete the moto with a misfiring engine, or you spend the next 20 minutes trying to determine the difference between "bright" and "dim" on your timing light. This drill usually takes place in the noonday sun.

Have you ever thought of how nice it would be if you could really see when the points are opening and closing? How about a system that would let you check the timing without destroying that super waterproofing job that you spent all week on? What would you say if you could get this complete timing system for less than six bucks?

To do this you will need two alligator clips, extension cord wire, 1½-volt flashlight battery, flashlight bulb, a J.C. Whitney "top dead center timing gauge" #I-627, and male and female connectors with two feet of wire attached to each. You can use any other timing gauge or dial indicator, but I like the Whitney gismo because it is about the same size as a spark plug and you don't have to pull the tank to use it. This only holds true if you have a Webco or Gyt-kit head with the top mounted spark plug. If you

have the standard head you might as well forget this tool. The connectors shouldn't cost anything, if you saved that ten-pound wiring harness you stripped off your Yamaha frame.

All you will need in the way of extra tools will be a soldering iron, which you should have anyway.



The first thing you have to do is remove the magneto cover, magneto and the magneto base which is held on by three screws. Now set the magneto base right on the workbench.

Pull the points loose from the magneto base and disconnect the wire that goes to the condenser. Cut this wire in half. Next remove the clip from the wire and set it aside. You'll need the soldering iron for this.

Stretch out the wires and harness that run out of your case and make sure that EACH of your male and female connector wires is about six inches longer than this. Strip one inch of insulation from the ends of these wires and temporarily twist them together. This is done so you can thread them through the harness. The easiest way to do this is to run a piece of stiff wire through the harness, loop it around the connector wires and pull them through.

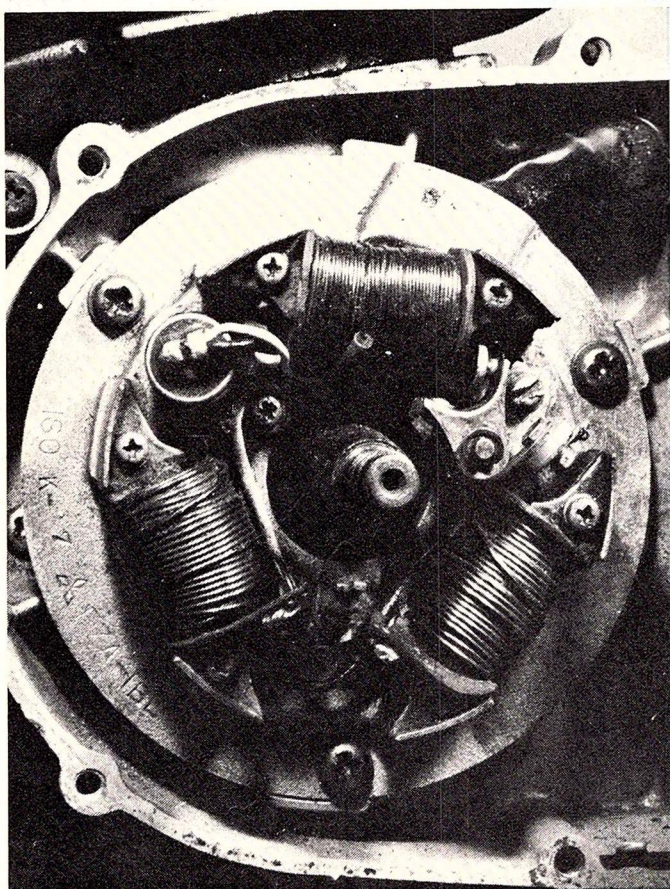
Now that the connector wires are sticking out both ends of the harness, you can untwist them. Using the soldering iron, heat the top of the condenser and remove the remainder of the points wire, and in its place solder the wire going to the FEMALE connector. It doesn't really make much difference which connector wire goes to the points or condenser, but it is easier to hook the alligator clips to the male end. Solder the MALE connector wire to the clip that goes to the points.

Hook up the points and put the magneto base back on the bike, running the harness through the case. Don't forget to Loctite the three screws. If you don't use the lighting or charging coils of your mag you can remove them. Make sure you keep the coil on the top.

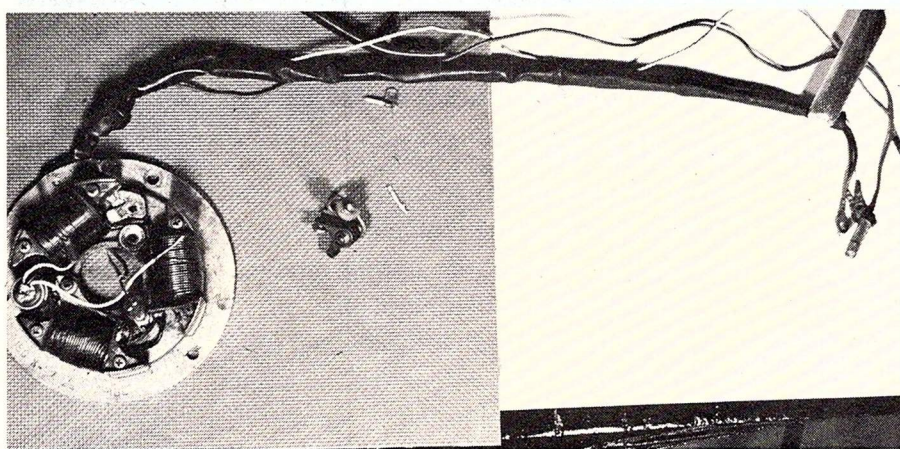
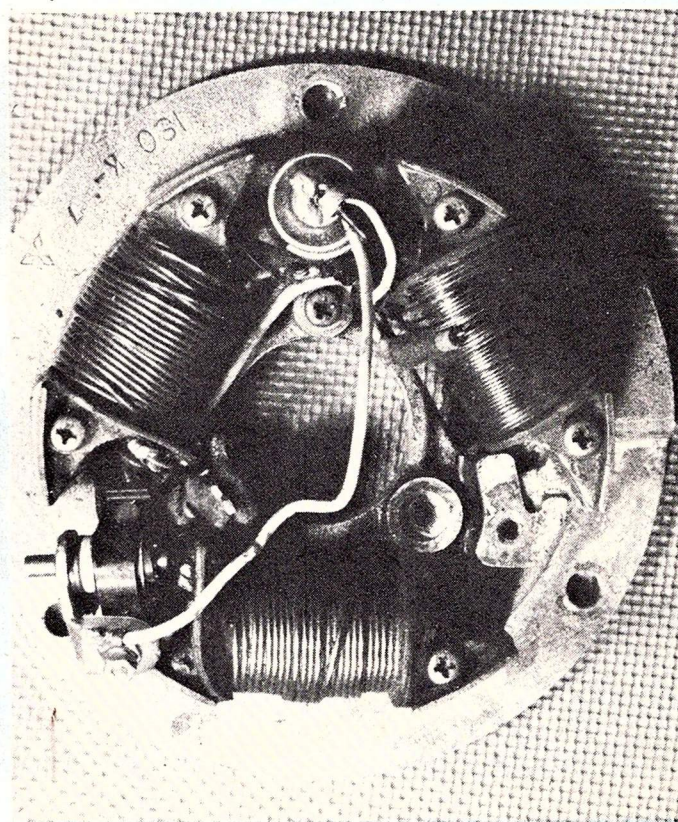
As soon as you install the magneto, you can time your engine by your favorite method.

If you don't already have a timing light you can make a cheap one by soldering the wire, battery, light

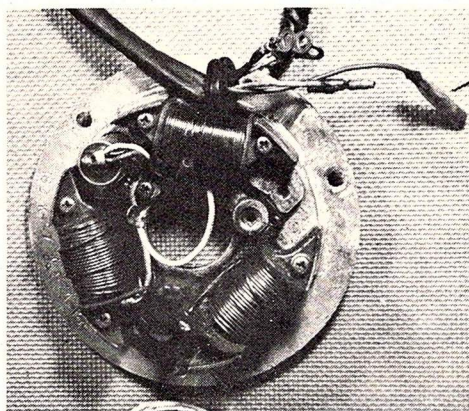
When mag and mag cover are off and the wires are disconnected, remove magneto base and carefully pull the harness through.



Cut points wire in half and save the clip.



Your wires should be six inches longer than the harness.



Trick wires in place. Simply unplug to isolate points from ground.

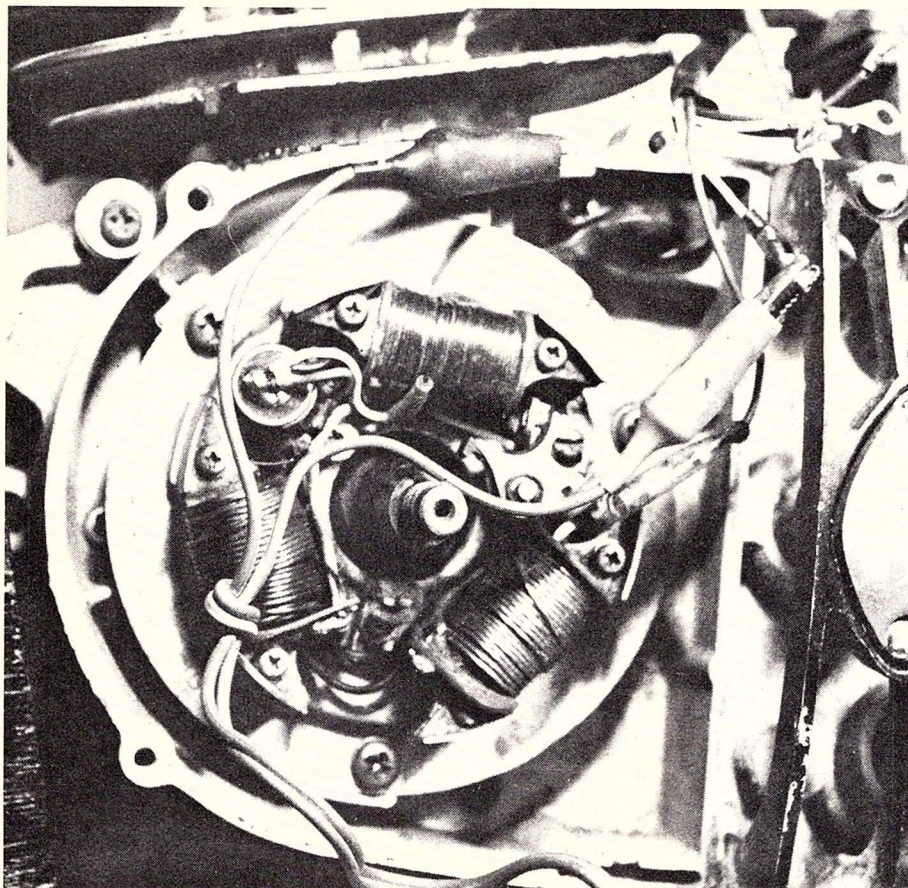
bulb and alligator clips as shown in the drawing. It'll last a long time if you don't hook the clips together when not in use.

To use this timing method you hook one alligator clip to a good ground (footpeg, fin or case bolt), and the other to the male connector (if you hooked it to the points). When the points are closed the light will be on and when they open the light will go off. Even in bright sunlight it is easy to tell what the points are doing.

If you have the trick head you can check the timing in about five minutes by removing the top spark plug and inserting the Whitney timing tool. Rotate the engine slowly by means of the kickstarter. On the first rotation, set the dial to TDC. On the second rotation, watch to see when the light goes out and the points open. Then read the gauge and you will know whether or not your engine is in time.

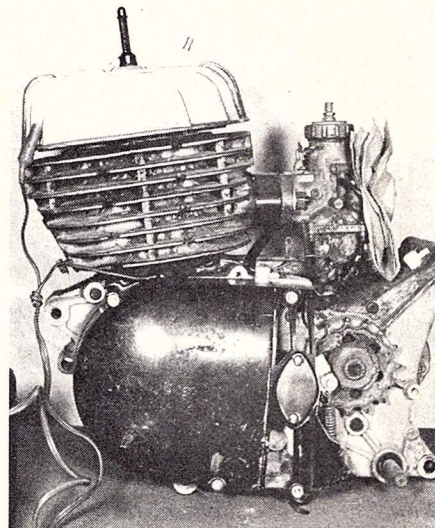
When you've completed the timing procedure, button up the engine and connect the male and female connectors. You're ready to ride.

Points closed, timing light connected to ground and male plug, light on.



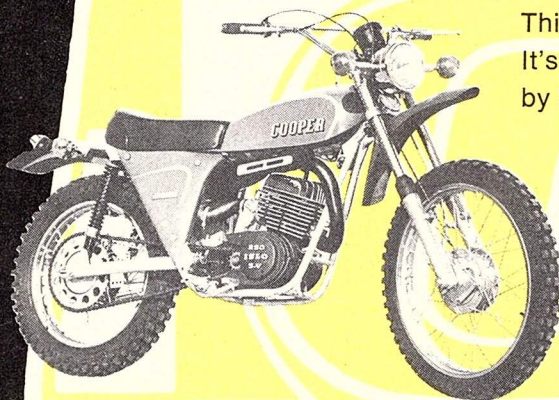
I've made this modification on all of the Yamaha "one" series (AT-1, DT-1, etc.) engines and everyone who has used it has been happy with it. It can easily be done to any other engine that uses a points system. It's a quick and easy way to isolate the points from ground on the coil side.

Remove plug, insert J.C. Whitney TDC gismo and connect timing light.



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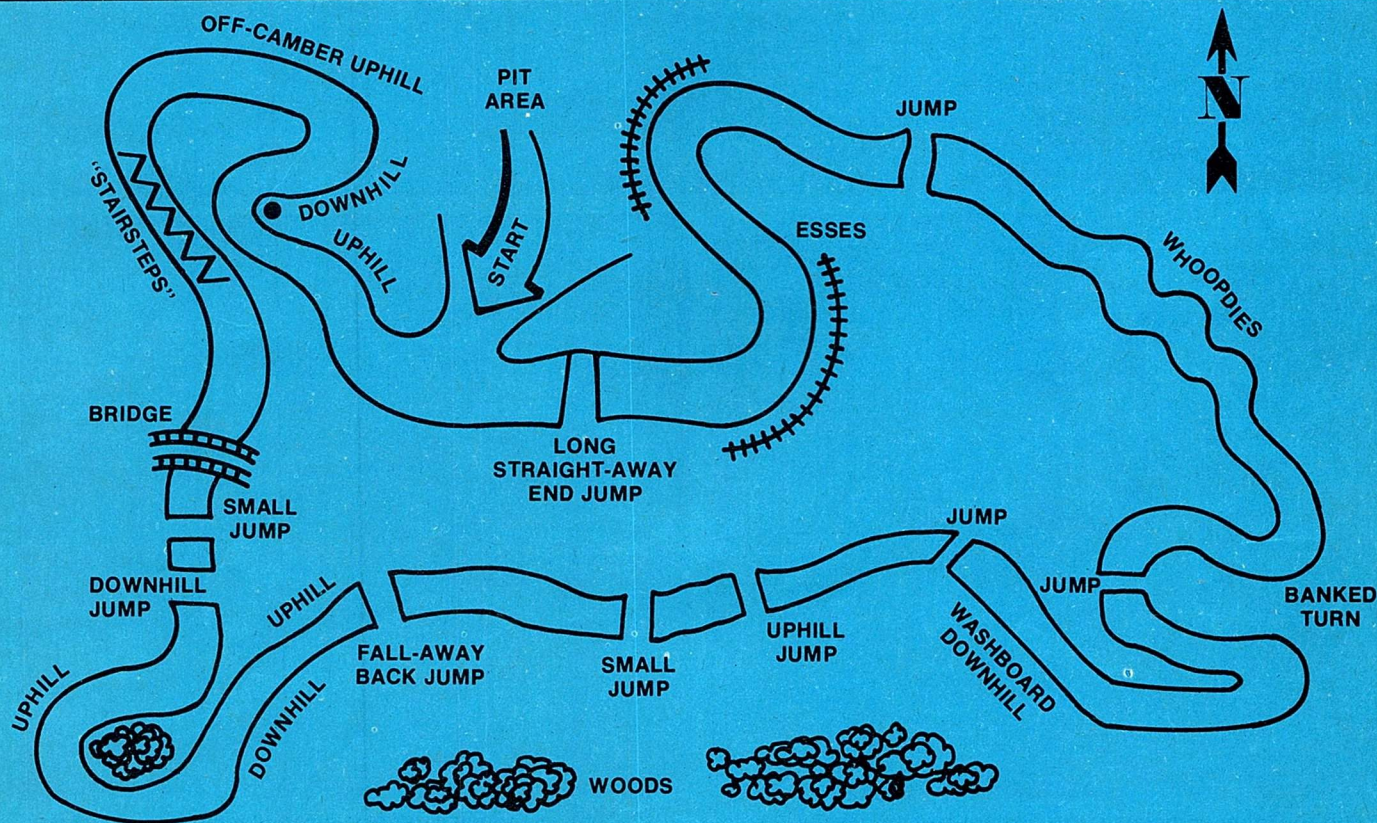
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COURSE OF THE MONTH

WISCONSIN WINNER

Growing Grapefruit at Elkhorn

by Rick Schultz



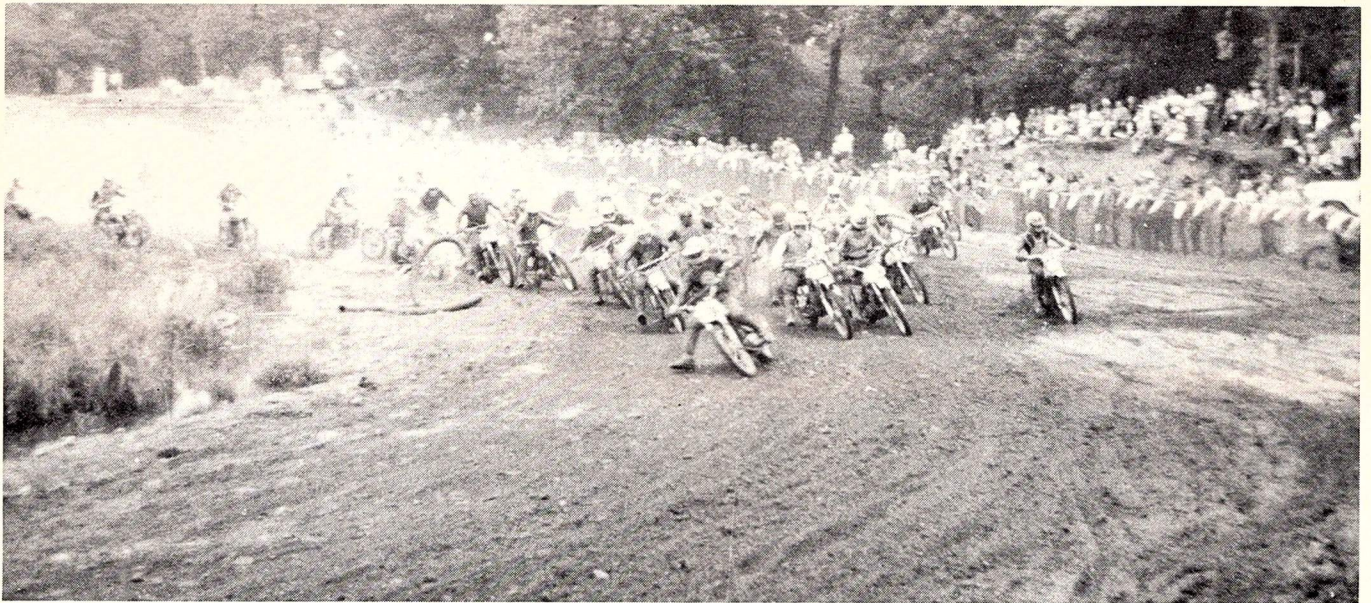
After an hour and 30 minutes of driving, the same old weekly caravan of vehicles arrives at Turtle Park near Elkhorn, Wisconsin. They pull in down the narrow road that everyone curses, and they swear it was once a part of the MX track. Rolling in first is that beat-looking GMC van which someday is supposed to be painted yellow to match the trick 250 Maico tied down inside. Next comes the Chevy Blazer pulling a ridiculously painted blue and yellow circus trailer carrying a Yammie 125MX and a reed-valved Super Rat. Then the little red Datsun truck with the 125 Husky strapped in the back pulls into the pits, fol-

lowed by the oldest VW van in existence. However, that VW is worth upwards of \$1000 — mainly due to the Honda 250 Elsinore stuffed in behind the side doors. These turkeys have all come to Elkhorn to challenge one of the best MX tracks in the midwest and to bounce off berms that have been ridden by stars like Brad Lackey, Hakan Andersson and John De Soto.

During the first practice lap, it becomes evident that having your heart in your throat makes it difficult to let out a cry of advanced fear. A gradual right-hand turn after the start finds the pack in a mad dash up a steep hill to a hairpin turn, around a big tree, and straight

down the other side. Then, if you are still upright, you charge up an off-camber left-handed hill and head down what are affectionately called "those sumbitchin' stairsteps." Here you do not even bother to look for a line — there is no line. From there you go up an inclining hill, over a rise and off a nice downhill jump. When you get to the bottom, turn 45 degrees to the right and up another hill, lean it left around some trees, then down, up, and off the fall-away back jump out into space. The next section of the track is a series of small uphill jumps and, if you are really cooking, you launch up and out attempting to transcend a badly rutted

The 250 class crowds the first corner.



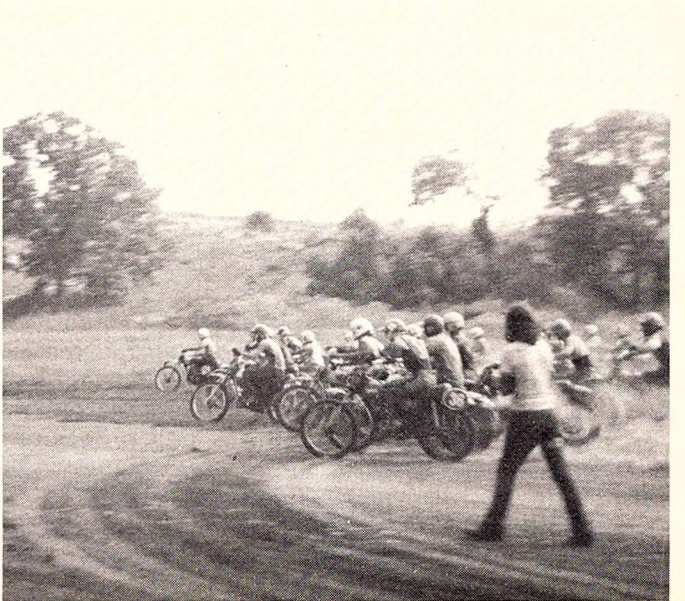
Imported European berms make Elkhorn cornering easy.



Out back on the course, you can use the trees as berms.



Local "warm shoe" doing his thing.



Starts at Elkhorn are fast, but safe.

downhill while trying to straighten out. Next is a hairpin left leading into a banked turn which ejects you down into a gully. Here you face up at a mean-looking, but fun-to-ride, banked turn to the left. You are then deposited into a series of tankslapping whoopdies that leave you feeling sorry for Yamaha riders. After the whoopdies, you go up and off a jump that makes you feel like a graceful bird with 100-pound anvils strapped to its wings. Then it is

RATING THE ELKHORN

This Wisconsin track has got to be one of the most popular tracks in the country; there're more course rating sheets for it than for all the tracks in New Jersey, Delaware, etc., put together. The little folder we've got that says "Wisconsin" is more than two-thirds Elkhorn.

That — in itself — should be some indication of the track's worth.

The comfort ratings — things like pit parking, drinking water and rest rooms — have averaged out to about 7. That's a high rating by itself, let alone as an average one.

The course management rating averaged 5; that's the maximum possible.

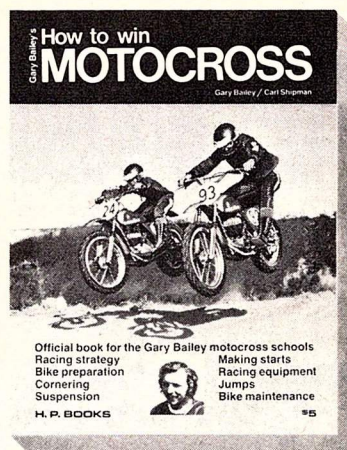
Course layout ratings brought in a high of 49 and a low of 20. The average was 33, though. More people thought it was bitchen than bad — or even just average. That's a testimonial and a half!

The last part of the rating sheet lists things like crowd control, pit racer hangings and ambulance service. Here, the groups of sheets we have on Elkhorn average out to 22, one of the best. All those numbers force us to recommend that you go race at Elkhorn, even if you have to drive from Nebraska.

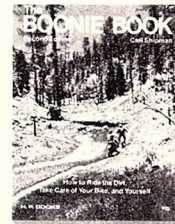
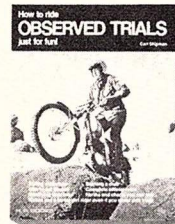
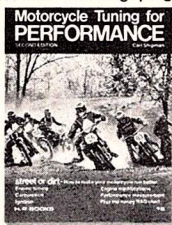
through the esses, which are nicely banked for maximum speed, and off a really neat end jump (or is it a neat endo jump? Both are correct.) to complete your first lap — and that was only practice.

Hey, the 100 class is lining up. I wonder whatever happened to that caravan of turkeys that pulled in early this morning? Somebody at the riders' meeting said they lost their grapefruits during practice. They must be out of season.

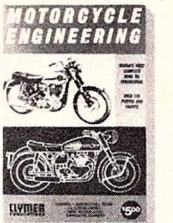
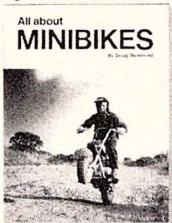
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ONE-STROKERS

By Rick Sieman

PEDAL POWER

The silent majority

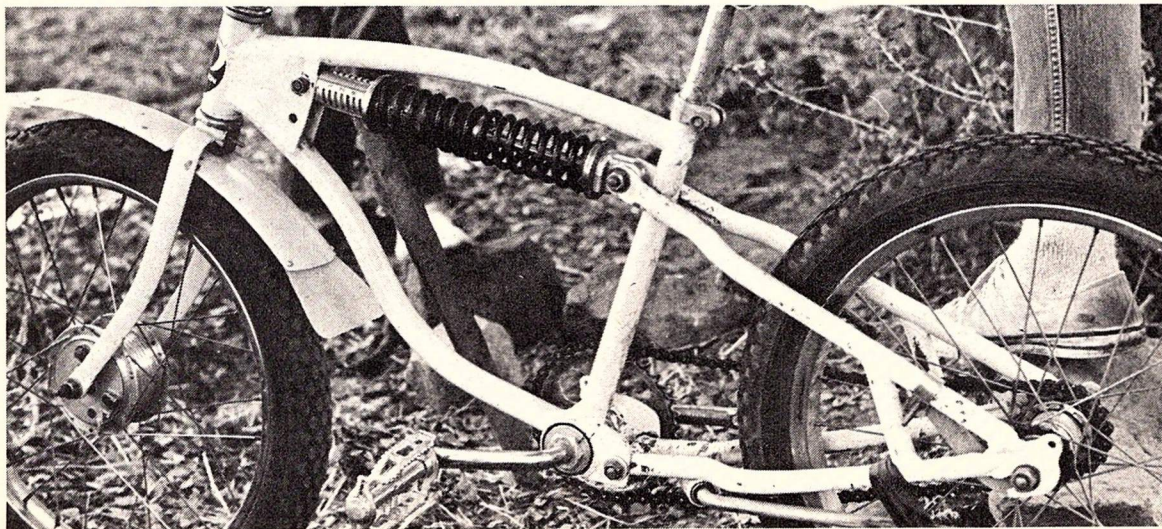
Way back a few years ago, DIRT BIKE ran the first photos ever of a brand-new craze — the bike-o-crossers. Since that time, the craze has expanded greatly. So much so that organized races are now held in many areas of the country. With trophies and all the rest of the jazz that goes along with regular racing.



Bike sidehacks are the latest breakthrough. Not many of the smaller riders are into this — simply because it takes some high-grade leg power.



Favorite sliding spots are cement with a light layer of sand — like this banked area at Hopetown. Crashes are common, but they always seem to get up and walk away with nothing more than a bleeding elbow.




To ease the impact, this rider made a monoshock bicycle, using an Arnaco shock attached to the steering head. It worked.

Only the bravest
use boulders for berms;
however, traction is
excellent on the stones.



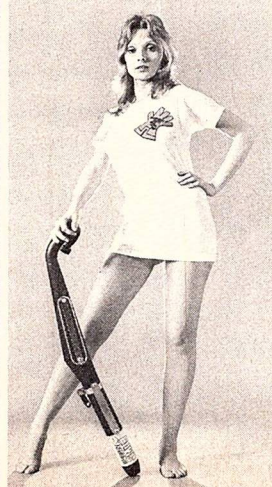
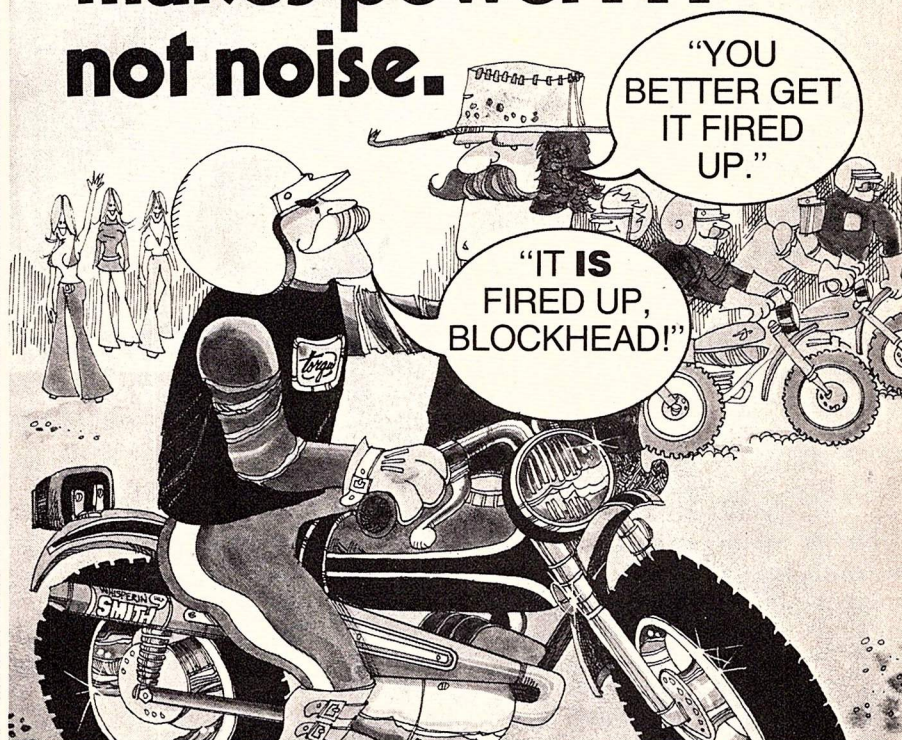
Those early pedal racers were nothing more than stripped-down bicycles, with maybe a number plate bolted on the front for effect. However, as time marched on (to coin a phrase) changes appeared in the bikes. Accessory manufacturers offered stronger bars and clamps and even beefed-up pedals that were much stronger than standard.

Not content with the over-the-counter stuff, the heavy breathing enthusiasts started making their own modifications, including some of those you see here: 



It's not unusual to see a bike-o-crosser get three or four feet up in the air and 20 feet worth of distance. Impact is unreal and broken bikes are an everyday occurrence.

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The problem is noise. Everywhere you ride these days, The Man says keep it quiet. But that doesn't mean you can't have the power of a tuned exhaust system. Because Torque Engineering has come to the rescue with Whisperin' Smith, the only expansion chamber that gives you maximum power without the noise hassle.

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In addition, Torque Engineering's Whisperin' Smith pipes are U.S. Forestry Service-approved spark arrestors. And the unique design means no messy pads or napkins to clean and replace.

So just who was it that said you can't have your cake and eat it, too? Not Whisperin' Smith.

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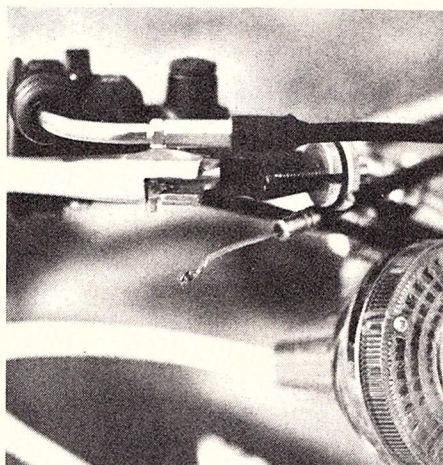
CABLE KNUCKLES

Instant repair for broken cables

By Don Phillipson

No motorcycle rider in the world has ever been blessed with an unbreakable motorcycle. Various repercussions follow, depending on the genus of the animal, ranging from awful (commie bike owners know what I'm talking about) to minorly irritating (and the owners of bikes from across the Pacific snicker smugly). Even the staff of DB, wizards that we are, are susceptible to bike-o break-o. Following the general trend, our reactions differ among us. The fearless leader merely curses and reaches for another bike from his collection. The half-hunky, hirsute yet clean, utilizes his silver tongue and cajoles a different toy from unsuspecting bike manufacturers every time his old bike takes a crap. Among the rest of the staff, problems are more serious. One Austrian piece of junk has only one problem which prohibits any other problems from ever arising: It won't start. Finally, the other gentleman must hock his grandmother whenever his bike needs a tuneup.

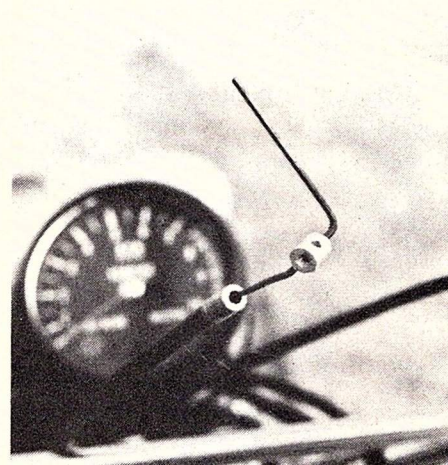
With this in mind, it's easy to understand why we're constantly on the lookout for any cheap repairs which we might dutifully pass along to you. And, of course, first cousin to cheap repairs are cheap emergency repairs; which is where Kable Knuckles come in. This is a little item which screws onto the end of a clutch or brake cable when the standard knuckle at the end has worn or frayed off. Not only are cables very susceptible to this ailment, especially when you use the brakes and clutch as ferociously as we do, but losing the use of your clutch or



Frayed cable will leave the rider without use of either the clutch or brake unless something is done. Bummer.

brake for the day can really dampen your riding spirits. Kable Knuckles were designed to be an emergency repair so that you don't have to end the day's riding when a cable breaks. They are made of aluminum and come in two sizes: small, which generally fits Japanese motorcycles; and large, which generally fits most European motorcycles.

Of course, we did not take the manufacturer's word for it that they worked like a champ, so we purposely broke a brake cable on a Yamaha 125. Industrious, skeptical mechanics that we are, we set to work seeing if the thing worked. Hmmm, directions say installed anywhere, anytime. Well, the little package comes with an Allen wrench to secure the Kable Knuckle in place — so far, so good. Just slip the cable into the Knuckle and screw the nut in place. No problem yet. Now stick the Knuckle back into the brake/clutch



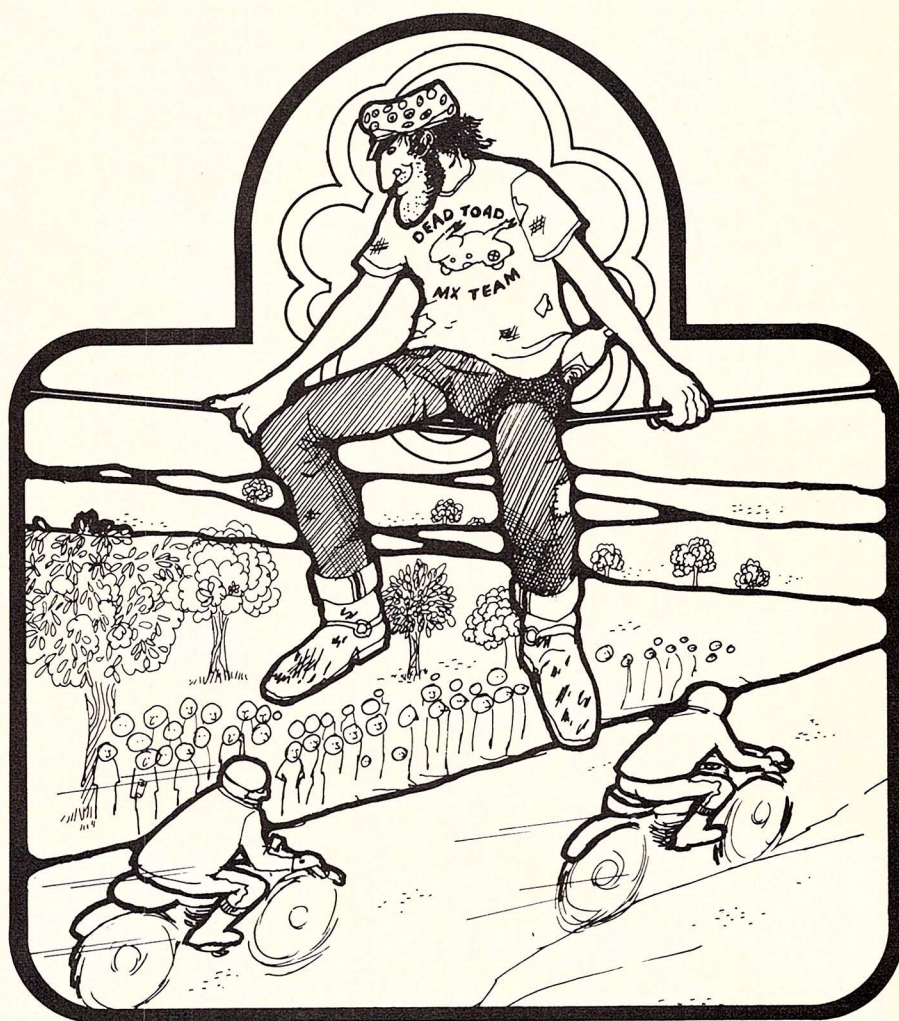
Kable Knuckle slips over the worn cable and is tightened down with an Allen screw. Allen wrench is supplied.

lever. Readjust the play, either at the lever or at the front brake or at the engine where the clutch cable goes in. This is to compensate for the now shorter cable (remember, it will be as much shorter as the amount that broke off — good thinking). All done. No problems! We couldn't believe it; someone actually sent us a product which performed the function it was designed for. It was on and there was nothing left to do. Oh! We understood; it was gonna fall off as soon as we started riding. So we rode it; and it didn't fall off. For all we know, it just might last as long as the original. Whatever, the company doesn't recommend it as a replacement, just for use as an emergency repair. For that purpose, it's unbeatable. At a dollar a shot, this little item easily slips into a pocket or tapes to your frame. Available from DICKSON SALES, 1501 W. 48th, Amarillo, Texas 79110.

There's nothing heavier than an empty cooler

When watching motocross you are going to be attempting to watch a very complicated sport while several distractions compete for your attention. For example, verbal pit racers will attempt to centerpunch you at your weakest moments. Just when Brad is passing Joel in mid-air, some squid will give you a solid left to the kidney because he got crossed up while trying to explain how to do a cross-up. You can get conked with an empty or full wine bottle, elbowed, stepped on, pushed over the fence, etc., etc. Because of this, you must learn to split your attention between the goings on both on and off the track. Your reflexes must remain razor-sharp and must be linked constantly to your peripheral vision. The best physical preparation for this eventuality is the split vision obstacle course. Go out to your local MX track and walk the track during the mini bike finals. Walk with your back to the action while reading a book. Score one point for each time you get run over. This will also prepare you for the backwards way motocross is scored. The more points you get, the worse you did. Six to ten injuries should be considered average for an MX spectator, so if you get hit less than a dozen times you are doing OK. Hospitalizations should be considered as DNF's. The obstacle course is also a good place to practice appropriate retorts to track officials when they try to get you off the course. More on that under mental conditioning.

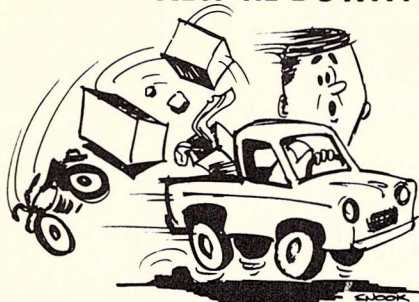
No physical conditioning program would be complete without one-on-one crowd control techniques. This training will be needed when another spectator tries to get you out of that perfect spot that took an hour to get somebody else out of. This training can be done at home with minimal equipment. Simply put your car in the driveway and let it gradually roll up against you. Your task is to keep it from running over you



How to Watch Big Time Motocross

By K. Trout

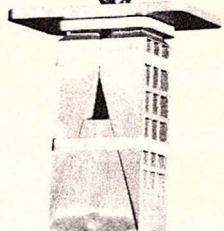
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without letting it divert your attention. Be sure to have the car's tire resting on your foot. The only other physical conditioning you need is that training you'd need for any other rugged sport. Constant running, weight lifting, a good diet and good bladder retention. Judo and karate help, but can be dispensed with if you are over seven feet tall.

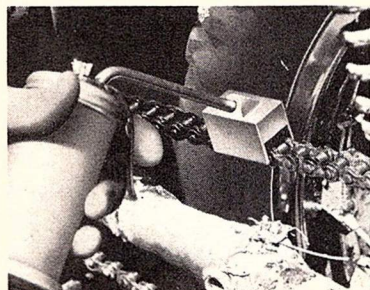
MENTAL PREPARATION

Once you have attained good physical condition, you must put it all together by attaining the appropriate mental state. The first thing you'll need is a facial expression of absolute confidence that comes with complete knowledge. Look into your mirror and practice a look that shows that you mean business. In fact, that should be your overall mental attitude at a big race. Your attitude should convey the fact that you are not some dumb outsider who fails to realize that this is not just Sunday fun, but a serious sport about to overtake baseball, if not pro football. To maintain this mental state, you must stop reading newspapers and stop watching TV. Subscribe to all the weekly motorcycle newspapers and all the racing magazines. Do not associate with people, except when hanging around the motorcycle shops. In this way you will soon forget that the rest of the world exists and become like all the racers themselves. Which brings us to a very important point. You can never have a true understanding of the sport unless you have done it yourself. However, if you actually go out and try to participate in a race, you will probably get hurt. This presents a real dilemma. How are you going to say things like, "Roger DeCoster took that jump just like I do," when you have never actually raced. Well, here is the solution. What you do is take your MX bike out to a race (you do have an MX bike in your garage, don't you?) and sign up. Just as you get ready to take practice laps, you can discover that you have holed a piston. Your friends will believe it because it happens to real racers before every important race. In this way you can talk about "the last time I raced" without taking a chance on getting hurt and missing a lot of work. You might even be able to get your

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money back and have the other racers feel sorry for you at the same time. With this mental preparation and the proper equipment, you are ready to go race watching.

NECESSARY EQUIPMENT

Probably the most important equipment you will need as a spectator is the proper clothes. Good comfortable hiking and kicking shoes are necessary, but they must look well worn. Dump a lot of pre-mix on them and run over them with your car a few hundred times. Any good, sturdy, but well worn pair of Levi's are OK as long as they smell like gasoline. Give them the same treatment as the boots. The most important thing is the T-shirt. It must indicate that you have already been there and back again. For example, a Luxembourg GP souvenir shirt is tough to beat, unless you can get one from Russia. A Hopetown winner shirt is impossible to put down, but they are so hard to get, you may have to print it yourself. If you cannot get one of these class items right away, any respectable racing team shirt is good enough for most races. Get together with your friends and make up a racing team. Something catchy like "Howling Puckerbush Racing Team and Screen Door Sales." Then you can have shirts printed.

The hat is also very important. Like the rest of your gear, it must look nearly destroyed through years of wear and being run over by dirt bikes. You can put a lot of desert racing finisher pins on it, but this means you have to make up a lot of crazy stories for each one. Like how you fell off your 450 Husky while trying to jump a 32-foot ravine. Or how you got lost on the Barstow to Vegas and ended up in Boise and had to pawn your front forks for a bus ticket. Don't forget that desert racers never go less than 85 miles per and always endo at road crossings. Do not, I repeat, DO NOT try to win these finisher pins honestly by entering a desert race. It cannot be done by mere mortals.

Food should also be on your list of spectator equipment. Any food will do as long as it is washed down by lots of beer. Do not under any circumstances eat the food they sell at the races. It is at least a

month old and was probably the cause of last month's riot at the state penitentiary. Only seasoned racers can eat this food without worry. You will also gain another advantage if you stay away from the snack stand, because you won't have to spend much time in the port-a-cans. As for advice on how to use the port-a-cans, I can only suggest that you practice holding your breath a lot. The only other equipment that you need is Murine for your eyes, salt tablets, plenty of tranquilizer (beer) and a couple of bottles of aspirin. Don't smoke any dope at big-time races.

Anybody having that much fun would stand out like a sore thumb.

INSPIRED RACE WATCHING

Now that you are well prepared to go to a race, here is what you do when you get there. Remember that positioning is the most important thing. Don't sit in the provided bleachers, because you can't see anything and, besides, there is almost no chance of getting run over. If you don't feel any danger while watching a race then you are in the wrong spot. Don't stand near the really dangerous downhill jump. This is where all the stock



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Rider's Number _____

Name _____

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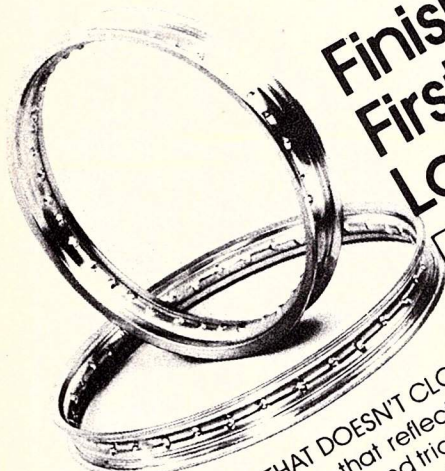
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car fans sit while waiting for some rider to get mangled with a really neat get-off. It will only happen once all day and you will miss it because some drunken teenybopper will get sick on you just before it happens. The real trick is to keep moving. Find several good spots where there are very few people and which give you a chance to get really close to the action. There will be few people only at those spots where you can't see much of the track. This is actually an advantage is disguise — because you won't know who is coming around the corner until the rider is almost on top of you. This will keep you interested in the race because you can wait to see if old number 620L has passed 573Z by the next time they come around. Everyone else at the "good" spots will be watching a parade with no idea who is ahead. They attend only to who is ahead, ignoring the other 39 crazies.

Be sure you are in an area where you can get to the start before the next race begins. The start of the moto is the most interesting time

because you can see lots of skill and lots of blood at the same time. After the start, get back to one of your secluded spots so you can be surprised by who is in the lead when they get around to you. It will usually be an American rider out front, but he will always fall down before the second lap, so don't get too excited. By the way, it is always at these secluded spots that he will fall off in a really far-out crash, almost nailing you in the process. The only thing the other people will get to see is the pack coming around minus the leader. But don't stay in one spot all day. Move around after the first few laps. The race is already decided and this is your chance to see the duded-up members of the opposite sex. After they prepared their appearance for hours the least you can do is ogle a little. You also want the fans to see your trick T-shirt, don't you? If you see another fan that you would like to talk to for whatever prurient purpose, a bottle of cheap wine is a must. Just sidle up and pretend to watch the race for a few minutes.

Then you say, "Wow, did you see Hartwig pull that neat block pass?" and offer her a bit of wine. It doesn't matter a bit if Hartwig passed anybody or not — that is irrelevant to your purposes. Remember that nobody has an idea of what is happening on the race-track, so you can say anything you want. In fact, if anybody asks you a question, answer it! If they say, "Who was that who just fell down?" — tell them, "Oh, that was Ferg Munsen, the state champion from Indiana. He is having some trouble with his Sippine Tendon as a result of being run over by Marty Tripes' van last Thursday." This will instantly make you the expert in that crowd and get you a lot more questions from people you might want to talk to. You might even get a ride home with someone. You will have plenty of time to get to know their life history and get a date while fighting the traffic jam getting out of the race area. The only problem is that you will have to go back that night to get your car. But the traffic jam should be cleared out by then.

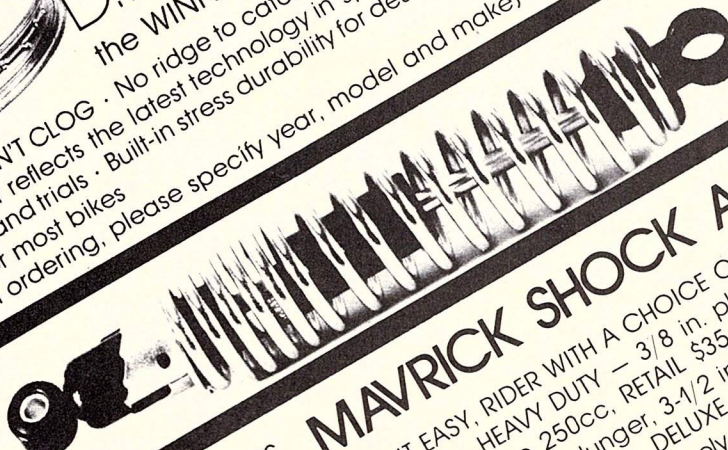


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It never hurts to know what you're doing

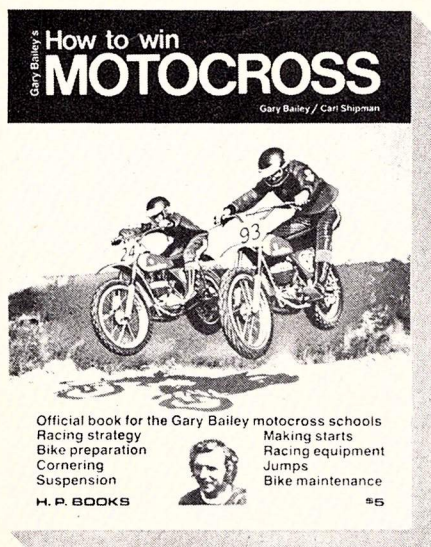
Keeping in line with DIRT BIKE's policy of trying to make a better racer out of you — aspiring world champion — we present here a portion of a book written to teach you how to plain ol' go fast. Gary Bailey, who's not so slow himself, put together the book and includes all the little secrets which made him what he is today: rich, famous and fast. In the book itself are many photos in which Gary demonstrates his technique and the best way to learn it, helpful captions describing the antics going on in the photos,

and chapters covering everything from "Who's Gary Bailey, anyway" to "The Secret."

We slyly snatched a chapter from the book, the chapter called "Racing Technique," to give you an idea of what the book's all about. Only thing is, we had to edit it a bit to fit in the mag (after all, that's our job), so you'll have to buy the book to get all his words of wisdom. To do so, all you have to do is write to THE DIRT RIDER, P.O. Box 26705, Tucson, Arizona 85726 and include about \$5.30, or try local shops.

Up to here, we have covered a lot of stuff about your equipment, bike preparation, tuning and getting to the track. Now the chips are down. This is it, you say. I'm gonna get 'em today.

Please don't say that yet. When I conduct a motocross school at a track somewhere, there is normally a race on the following day or the following weekend. Students go out to race on the *same* track where we had the school. We have worked on the start, the first turn, and most of the turns on the course. We have found the best line through the turns, taking the preceding and following turns into



account — so what the rider knows is a line which is probably the *quickest* way around the entire course. He also has other lines in the turns which are not the standard grooves for that course.

In the school, as in the Riding Technique section of this book, students learn how to do some things which are different from the way they have been doing them. They see that these ways are faster and give better control over the motorcycle. They accept these better ways enthusiastically, in the school.

But there is one thing I keep saying that some people keep not hearing: "You can't learn and race at the same time!"

So what happens when the race begins? Some riders do a big wheelie at the start, then drop in behind the pack. The rest of the race they are out there following people around, using the same groove that everybody else is using. They are trying as hard as they can to win — they think. They lose.

What's wrong? Didn't the training do those riders any good? The answer is no. It didn't do them any good because they didn't use it. They went out there, got excited about winning, and forgot to do any of the things that help you win. The training and methods in this book will not help you if you don't use them. Nothing can help you change or improve if you won't change or improve.

Here's another thing I say. The first two or three times you race using my methods, you may actually go slower than before. That's hard to take for some riders. They



Look on the track and off the track. What's on the inside of this loop? A six-foot drop off into weeds and bramble-bushes. You could ride down most of it if you had to, but there is one steep eroded place that would trap you. You should know where the bad place is.

think I waved a magic wand over them and now they are automatically ace racer number one. Sorry 'bout that. You are not doing it my way when you are doing it some other way.

So you are out there on the track doing it all right. And the guy who always beats you is out there doing it wrong. And he is still beating you today. Shakes your confidence, doesn't it? Think about this: You have just started doing it right. You have to learn to do it right just as you learned to do it wrong. You have built in a bunch of habits and attitudes that you may now be trying to change or improve. When you have taken the time and put in the work to learn to do it right, you will race faster than you ever did before. That's a fact!

When I have given a school and

stay over for the next races at that track, I watch the students when I can. Sometimes a rider comes up to me afterwards and says, "Hey, Gary, I won my class!" Naturally I am pleased.

Want to know what pleases me much more than that? It's the rider who says, "Hey, Gary, I got a better start today. I used that inside line on the downhill turn and passed a couple of riders nearly every time. I beat my buddy by outbraking him at the end of the long straight."

He didn't win. He got a third or a fourth — or even a tenth. I don't care and he doesn't care right now because he knows he is *learning* to race. I think he's gonna win and it won't be very long.

So let's say you are at the track for the first time after you got some

new ideas about how to race. Your main object should be to go out there and apply those new ideas and methods. Winning comes later.

WALKING THE TRACK

When you get to the track, the *first thing* you should do is walk around it slowly and carefully. Study the track before you ride on it, even if you rode on it last week. Some things may be different or you may see something you never noticed before. I'll tell you some things to look for and watch for in a minute.

The first thing the average guy wants to do when he unloads his

makes you feel pretty good. Down at the next turn you see some people with some cameras and you decide to give them a little show so there's no use slowing down.

Then you see a couple of your buddies up ahead and you decide to blow 'em into the weeds because this will give you a little psychological advantage in the race. So you do that and by then you have forgotten all about what you intended to do. You start racing.

Up on the straight you see the local hot shoe. That's the time to blow him off, when he is poking along there in first or second gear. What an opportunity! Boy, will

At the end of your first lap around the track you haven't learned anything about the course. You've just had some fun. You saw some right-hand corners and some left-hand corners, but the only lines through were the ones you took, and you probably just followed the groove.

One lap walking around the race-track is worth at least 20 or 30 laps playing on your motorcycle. It might be worth ten laps of riding if you spent the ten laps concentrating on everything you can think of about how to ride the track, where the lines are and where the bad places are.

After you walk the track you should make three or four slow laps just to get the feel of the different lines you saw and the different places to ride. You will get some good ideas while walking that you will never see while riding. Then you have to test those ideas by riding. Some of them won't work so you don't use them in the race. Some of them will and you have some secret weapons.

The slow laps are hard to do. You want to do what we all came for — ride fast. I do it myself. I have a hard time doing slow laps around the track even though I preach it week after week. But you *have* to do it.

WHAT TO LOOK FOR

When you are walking the track, there are a lot of things to think about. You won't get bored if you are considering all the angles and filing the information away in your mind.

You should consider everything from two viewpoints: What if I do. What if I don't. You see a good line through a corner and visualize how you are going to ride it. That's what if you do. If another rider is already in it, or he has crashed and is lying right on your line, then what if you don't. You have to have some alternatives.

One of the alternatives is always going off the track. You may get forced out or you may ride out to avoid a pile-up. So when you are walking, you look at the track and you also look beside the track. What's in the weeds there, or down in that ditch. What if you get forced off the track where it turns at the top of a hill. What's on the other side of that hill. What if?



Gary is squaring off. He is riding along one of the ruts so it isn't even rough where he is. When other riders come in tight and go out wide, you come in wide and go out tight.

bike is start it up to see if it will run. You remember what I said about that earlier. If you do, you will wind up riding it and then you will wind up racing around and you never will walk the track. Maybe you shouldn't even start your engine until you have walked the track. That way you will avoid temptation.

It takes 15 minutes or so to walk around a track. Some riders think they don't have time to do that so they decide to ride around it slowly. That isn't the same thing even if you do go slowly but you know what usually happens.

You go slow a little ways and then you see a jump ahead. You don't want to go over a jump slow so you crack it on and do a little number over the jump. Some of the spectators watch you and that



Like this. David is out on the berm. Gary has made his pivot and is accelerating. The groove in this turn is out on the berm.

people be impressed when they see me blow him off. So you do that and you can hardly wait to get back to the pits to tell everybody that this your day.

Suppose you catch a bunch of riders ganged up in a turn during the race and you decide to go inside — off the beaten path. There are some weeds there. You don't want to waste time trying to decide whether you should ride out there or not. And you don't want to ride out there and find a big hole in the ground or a big rock hiding in the weeds. So, you look in the weeds while you are walking the track. What if?

Not only do you have the two kinds of *what if* to consider, you have to develop at least two lines through each corner. Ignore the groove. You are not out there to discover that — it is plainly written on the ground. The groove is my last choice when racing, even if it is the fastest way. Why? Because it will be full of other riders. I am not going to follow other riders around the groove and neither are you, right? If you are walking around out there trying to figure out how to ride in the groove you are just wasting time.

Here's an interesting thing about grooves. They nearly always

own ability. We'll talk specifically about that aspect of your race planning when you are on the starting line. But there may be places around the course where you will see something that a super rider might be able to do. If you are not a super rider yet it's probably better not to go out there and crash while trying something that is beyond your present level of skill. You should always be trying things that are difficult for you because that improves your ability. But recognize the impossible and decide that it is only impossible temporarily while you are working up to it.

STRAIGHTEN OUT THE CURVES

One big advantage of walking the track is that you can look backwards. If you are riding a course to see what's in it you only get to see what's ahead. That makes it difficult to relate one turn to the next because you can only try to remember what was in the previous turn and where you should come out of it.

When walking, you can stand in

the middle of one turn and look both forward to the next and backward to the previous corner. That allows you to see the line that takes the straightest path through the corner you are standing in. Sometimes you can make a fairly tight turn into a gentle bend just by riding the line that you can see while you are standing there.

That also gives you a chance to consider different exit points from turns because you can see what the effect will be on the following turn. Your exit from one corner is the beginning of your approach to the next corner.

MISS THE BUMPS

Remember back there I talked about a long straight with a tight turn at the end. Just before the turn is the worst piece of ground you ever saw. It looks like a whole war was fought on it.

If you get in that rough stuff just before you have to turn, can you stop for the turn? No Sir! You can't stop when your back wheel is bouncing around and the motorcycle is in the air half of the time. You can consider slowing down before you get to the rough place but you would only do it if that line gave you some terrific advantage in the turn.

More likely you will decide to miss the bumps. That means ride either to the *extreme right* or the *extreme left*. Which you choose to do will depend on how that puts you into the turn. Look at *both* ways. Think about how you will get into the turn and how you will come out of it. Then you will probably want to try it both ways in practice — maybe all three ways.

You can get into a similar problem when there are a lot of bumps coming out of a corner. Typically these bumps will be a series of whoopdies made by the bikes. Why are they there? Because that's where everybody rides. When you see whoops, you are looking at the *groove*. There's a little message there.

Find a way to miss the whoops if possible. Stay right or left on the track. Look at the turn and see where you have to come out of that turn so you don't land right in the middle of the whoop-de-does.

I mentioned earlier that sometimes we find a really good line



Down at the next corner their positions are reversed. If Gary went wide, David could duck under. Gary ain't gonna do that.



When Gary gets it on, the bike wants to power slide and drift out across the track. Gary holds it in.



The rocks look like this. Most riders go wide so there are a bunch of loose whoop-dees there. It's better to go wide coming in and stay tight in the turn so you miss the bad bumps.

stay as wide as possible around the turns and they almost never cross the track going through a turn.

That tells you what some of the alternate routes are. Try tight inside all around the turn. Try going in wide and crossing the track in the turn so you come out tight. Other riders who do not use the wide groove will usually go in tight and come out wide because that is easiest. Look at that line but don't plan to use it much. Do it the other way and there will be less traffic.

Another thing to consider is your

through some bad stuff with a group of students. Then — the very next day — some of them forget all about it because they are in a race.

A good example of that is in the accompanying pictures. A fairly tight turn led right into a really bad bunch of whoops. They were carved into loose gravel going up a hill and there was a long stretch of bad bumps. A super-good path up the hill on the right side was nearly smooth for the whole distance. You could go wide open all the way up that hill if you stayed to the right. This route was on the edge of a steep bank and I suppose some riders were afraid to get close to the edge but it wasn't *really* that bad.

Anyway I had the entire class going up the hill both ways during the school. Up the middle to see how bad it was and how much it slowed them down. And up the side to show it was really smooth and fast.

The next day there was a race.

To stay to the right on the hill you had to pivot in the turn and keep the bike in tight. Most of the riders wouldn't do that because it didn't seem fast enough. They would come into the turn tight — then drift wide as they went through it. Then, zap, they were into that long stretch of bumpy gravel. I watched them coming up that hill in groups of three or four, bumping handlebars and elbowing each other for riding room because nobody could even control his motorcycle on that loose stuff.

A few guys remembered. They were sailing up that good path on the edge of the track and passing a gaggle of slow movers every time.

HIT THE BUMPS

You don't always decide to miss the bumps. If they cover a relatively short distance and by riding through them you can hold a good line, then you ride through them.

You have to think about the line and also about the attitude of the bike due to the bumps or rough stuff. A hole or a lip on the top of a hill can flip the rear end up if you let it and then you may not be able to hold the line you selected. When you are walking and looking you will see some of the problems and then you plan your riding

technique so you stay in control.

RIDING AROUND SLOWLY

Now that you have walked the track, ride around it a few times *slowly*! At a *moderate* speed, try the different lines you looked at and be alert to others which the bike will help you find. Continue

Cont'd. on page 75

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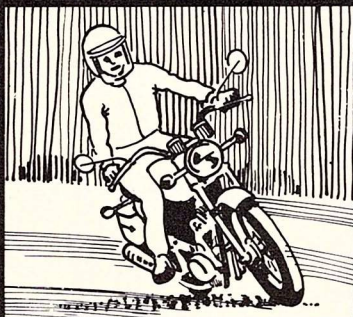
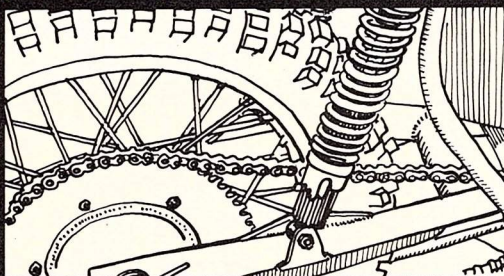


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S&W SHOCK ABSORBER SPRINGS

WEBCO NO.	TYPE*	WT.	I.D. X FREE LENGTH	COLOR CODE	LIST EACH
2123	SR	35#	1.50 x 11.0	WHITE-WHITE	5.95
1241-00	SR	50#	1.56 x 9.5	SILVER-GOLD	6.25
1241-01	SR	50#	1.56 x 10.5	GREEN-WHITE	6.25
2196	SR	60#	Bul Pursang	PLAIN	6.85
1883	SR	65#	1.50 x 9.0	GOLD-RED-GOLD	6.25
2073-00	SR	75#	1.50 x 9.0	GOLD-GREEN	6.25
2073-01	SR	75#	1.50 x 9.5	GOLD-BLUE	6.50
1952	SR	75#	72 Yam Koni	WHITE	6.50
1583	SR	82#	1.50 x 9.0	GOLD-WHITE	6.25
274	SR	90#	1.50 x 9.0	GOLD-PINK	6.25
1225	SR	100#	1.50 x 9.0	PURPLE-GOLD	6.25
261	SR	110#	1.50 x 9.0	ORANGE-GOLD	6.25

WEBCO NO.	TYPE*	WT.	I.D. X FREE LENGTH	COLOR CODE	LIST EACH
1729	SR	125#	1.50 x 9.0 black	RED-GOLD	6.50
1730	SR	125#	1.50 x 9.0 chrome	RED-GOLD	8.50
439	SR	135#	1.50 x 9.0	GOLD-BLUE-GOLD	6.85
465	SR	135#	1.50 x 9.5	GOLD-PINK-GOLD	6.85
2208	TP	45/70	1.50 x 9.0	GOLD	6.50
2072 00	TP	60/90	1.50 x 9.0	GOLD-GOLD	6.50
2072 01	TP	60/90	1.50 x 9.5	BROWN-GOLD	6.85
1976	TP	70/100	1.50 x 9.0	GOLD-GOLD-GOLD	6.50
258	TP	85/115	1.50 x 9.0	RED-WHITE	6.50
259	TP	95/125	1.50 x 9.0	BLUE-WHITE	6.50

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PLASTIC SPROCKETS

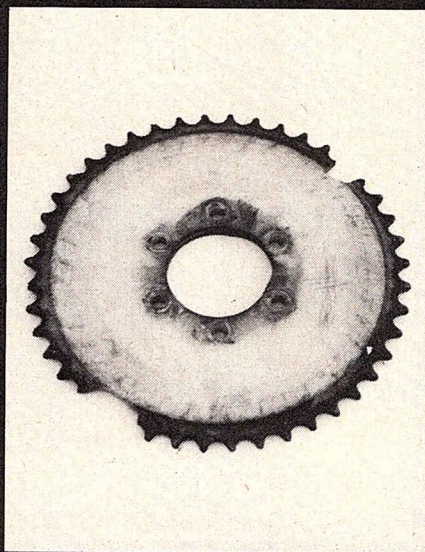
Breakthrough? You bet.

By Don Phillipson

Lately, all the super racers, and nearly all the guys who think they're super racers, have been going to extraordinary lengths to shave precious pounds off their motorcycles. Nothing is wrong with these attempts — as a matter of fact, a lighter bike, aside from being that much faster, is probably less dangerous simply because it's easier to handle. Plastic gas tanks, fenders, levers, air boxes and seat bases have been introduced to lighten the load on your bike. Well and good — as long as the plastic is as strong as the metal it replaces. So far we seem to have been lucky, for the plastic has been holding up remarkably well.

Unfortunately, good times, like orgasms, don't last long. Uni Company sent us an experimental plastic sprocket to try on our project bike — Proteus. Now, if you haven't been keeping up with our efforts to make Proteus resemble a race bike, then you won't get the full picture of just how poor this plastic sprocket really is. Proteus pulls from the bottom end and never has a surge of power; it just chugs along building power slowly. This, of course, means that the sprocket is never really jerked suddenly. Which in turn means that the teeth fell apart under average race conditions on an engine incapable of being rough on the sprocket. On the side, we have a little theory of our own. The sprocket didn't go to pieces (pun intended) until it saw the desert. A fact which leads us to deduce the sprocket was eaten alive by sand. Maybe. Maybe.

Perhaps we're getting down on the plastic sprocket a bit too hard. Maybe we should clarify a few



Several teeth almost skewered the rider behind Proteus.



Plastic broke in even hunks.

things. First, we are not making the blanket generalization that all plastic sprockets are crummy. We are making the statement that the one brand we tested — the experimental sprocket by Uni — is, by our findings, crummy. But then that's what Uni wanted to find out: whether their experimental product is any good and whether to go ahead and mass-produce. In our opinion (which happens to be an excellent one), the product is no good. Back to the drawing board.

Second, we have a feeling that other companies are going to be coming out with plastic sprockets very soon. We reserve judgment on these till we test them. There are a few recommendations and

suggestions we feel ought to be considered when buying a plastic sprocket. Mainly, why are you buying one? When the weight is considered there can't be more than a few ounces difference. If they're cheaper, fine. If you're buying one just so you can feel like you own something real trick that you can brag about, then save your \$ for beer or something useful. If the sprockets are the same price and they prove, in the future, to be of the same quality, then of course there's no reason not to buy one. For now, though, there's a variety of metal sprockets on the market and the only use for that Uni sprocket is throwing it around like a Frisbee.

COMPETITION

WINTER AMA

Sunshine, Seizures and Suzukis in Florida

By Bill Pettigrew

Every winter Florida fills up with New York garment factory owners, Washington politicians and various other kinds of bucks-up sun-worshippers. Formerly these folks had nothing to do except suck up suds, scotch and sunshine. What a boring life: get up at one; go to the beach; go home and shower; go out clubbing; go to bed. Lately, the AMA — always ready to fill the Sunday afternoon vacuum — has been eliminating the wintertime void with some MXing.

It's sort of like baseball's spring training. Lots of people compete and everybody watches to see who's gonna be doing the job during the regular season.

So here's the '74 preview show:

ST. PETERSBURG, FEB. 3

250

1 — Peter Lamppu	Mon
2 — Rich Thorwaldson	Suz
3 — Ron Huffman	Pen
4 — Marty Tripes	Ric
5 — Frank Johnson	Yam

Open

1 — Steve Stackable	Mai
2 — Mark Blackwell	Mai
3 — Barry Higgins	Mai
4 — Mike Runyard	Suz
5 — Gary Bailey	Bul

HALEAH, FEB. 10

250

1 — Rich Thorwaldson	Suz
2 — Tony Wynn	Suz
3 — John Dallaire	Hon
4 — Ron Huffman	Pen
5 — Ron Pomeroy	Bul

Open

1 — Tony DiStefano	CZ
2 — Mike Runyard	Suz
3 — Steve Stackable	Mai
4 — Mark Blackwell	Mai
5 — Gary Semics	Hus

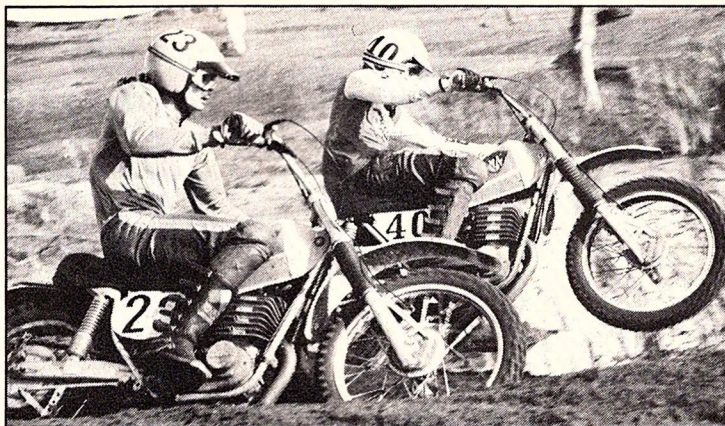
ORLANDO, FEB. 17

250

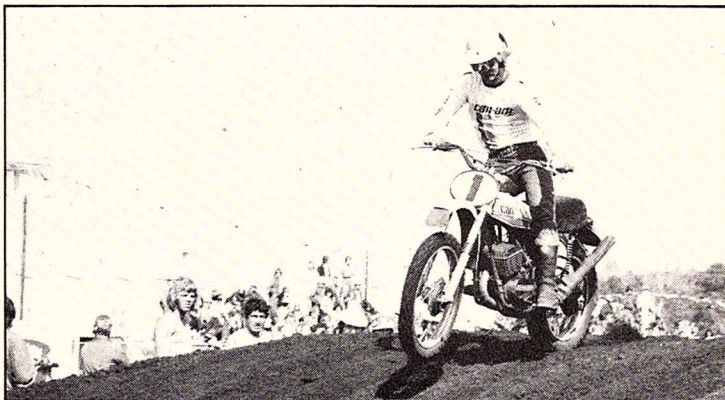
1 — Gary Jones	C-A
2 — Rich Thorwaldson	Suz
3 — Ron Pomeroy	Bul
4 — John Dallaire	Hon
5 — Ron Huffman	Pen

Open

1 — Tony DiStefano	CZ
2 — Mike Runyard	Suz
3 — Tom Rapp	Bul
4 — Steve Stackable	Mai



First event was on the west coast, St. Petersburg, on a rough track. That was an advantage for riders used to cobby eastern terrain. Specially if they're on super-smooth GP Maicos like Mark Blackwell and Barry Higgins were. Must work; Maicos took 1,2,3 in the Open class.



Gary Jones took first in his qualifying moto at Orlando. Then he got the habit and did the same in both the 250 motos that counted.



So many people showed up for the Winter AMA's 250 class that qualifying motos were necessary. For instance, at St. Pete, about 130 riders fought for a spot in the main motos.

TALLAHASSEE, FEB. 24**250**

- 1 — Pierre Karsmakers
- 2 — Gary Jones
- 3 — Rich Thorwaldson
- 4 — Gaylon Mosier
- 5 — Ron Pomeroy

Yam
C-A
Suz
Hon
Bul

Open

- 1 — Tony DiStefano
- 2 — Mike Runyard
- 3 — Sonny DeFeo
- 4 — Steve Stackable
- 5 — Barry Higgins

CZ
Suz
Mai
Mai
Mai

JACKSONVILLE, MAR. 3**250**

- 1 — Pierre Karsmakers
- 2 — Rich Thorwaldson
- 3 — Bob Grossi
- 4 — Ron Pomeroy
- 5 — John Joyner

Yam
Suz
Hus
Bul
Mon

Open

- 1 — Mike Hartwig
- 2 — Mike Runyard
- 3 — Steve Stackable
- 4 — Tim Hart
- 5 — Mark Blackwell

Hus
Suz
Mai
Yam
Mai

The Series**250**

- #1 Rich Thorwaldson
- #2 Pierre Karsmakers
- #3 Gary Jones
- #4 Ron Pomeroy
- #5 Ron Huffman

Suzuki
Yamaha
Can-Am
Bultaco
Penton

Open

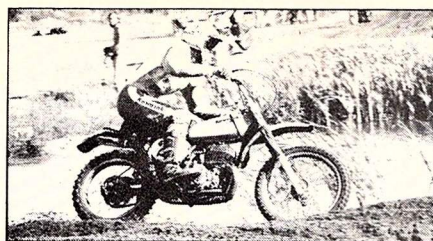
- #1 Mike Runyard
- #2 Steve Stackable
- #3 Tony DiStefano
- #4 Mark Blackwell
- #5 Barry Higgins

Suzuki
Maico
CZ
Maico
Maico

Yes, Daytona came right afterward, but Daytona doesn't count. All the indoor and/or confined artificial courses are running invitational, pay - the - riders - big - money, doesn't - count - for - points races this year. It's supposed to eliminate all the incredible hassles, angry riders, POed spectators, and etc. those events seem to have every year.

Anyway, the \$24,000 purse at Daytona made sure that all the invited riders RSVPed. Pierre did in the 250 class. And right behind him was Buck Murphy on his Penton. Rich Thorwaldson got in next, while Tony Wynn and Gary Bailey rolled up in fourth and fifth. Some new names this year, huh? And check the action in the Open class: World Champion Roger took first money (with 2, 1, 3 finishes), but Rex Staten on a 370 Honda beat him the first moto and both Gary Semics and Tony DiStefano got him in the third. DeCoster, Staten, Semics, Stackable and Hart. Wow!

We can't wait for the rest of the season.



Jim Cooke on his tricked-out 450 Kaw. He's running Maico forks (isn't everyone?), and Yam stuff from throttle to hub. Trick Cooke-designed shock setup too. Very neat, Jim.



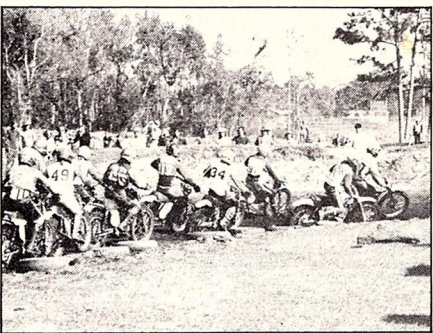
The big-bermed turn at St. Petersburg looks like it's got lots of traction. Enough for Buls to spray dirt all over a Maico or two anyway.



Hialeah, the second event, took the pros over some nasty jumps like this one. Sonny DeFeo said that even if Hialeah were in his back yard, he wouldn't practice on it. Nobody liked the track.



Tony DiStefano leads some Open bikes through a right-hander. That's the fastest CZ in America these days.



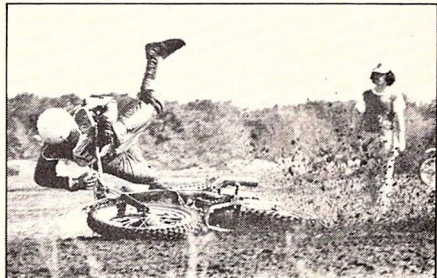
Mike Runyard shows the Open class through the second turn at Orlando. DiStefano got him later. No, that last guy is not Frank Zappa; it's Marty Zappa and he got seventh overall.



Tom Rapp had his 360 Pursang using all the St. Pete berm; he's just passed Stackable for the lead. He continued out there until he pulled off the track exhausted. Smarter than eating a big one. Roger told him to exercise more.



Peter Lamppu started out the series on a stock VR, which seized a lot. Later he had a trick factory job; it seized less.



Thump! Screeeeee!



It's Gary Bailey. Wanta know how you can tell? Gary never can keep his shirt tucked in his pants.



Sometime Georgian/sometime New Yorker Barry Higgins working on the mount. He sez: "It's an old man's bike. You can sit down a lot." He sat down all the way to fifth place in the series.



Reigning champ Roger DeCoster and up-and-coming California challenger Rex Staten put on a show for the Florida folks. (Jim Russell photo)



Hooked up and dialing it in at St. Petersburg.



Wyman Priddy, champion of all South America, demonstrates how to compress everything off a St. Petersburg jump.



Tony again. Alone and in the air. Sailing at Orlando. Picking up first Open too.



Gary and Darlene camped out on top of the Baileymobile; discussing their trip to Peru, no doubt. Gary's going to lead a revolution there, on Bultacos.



An incredible crowd in the Open class' first turn. Blackwell has his Maico lined up and hooked up for the straight. Rapp and Runyard are right in there too.



Jimmy Ellis is on the Can-Am team this year. New England's finest went south to dice with Peter just like the old days. But he got off hard. Went into the hospital in critical condition. Got the bed next to Jim Cooke's. Says he's coming back as soon as he can.



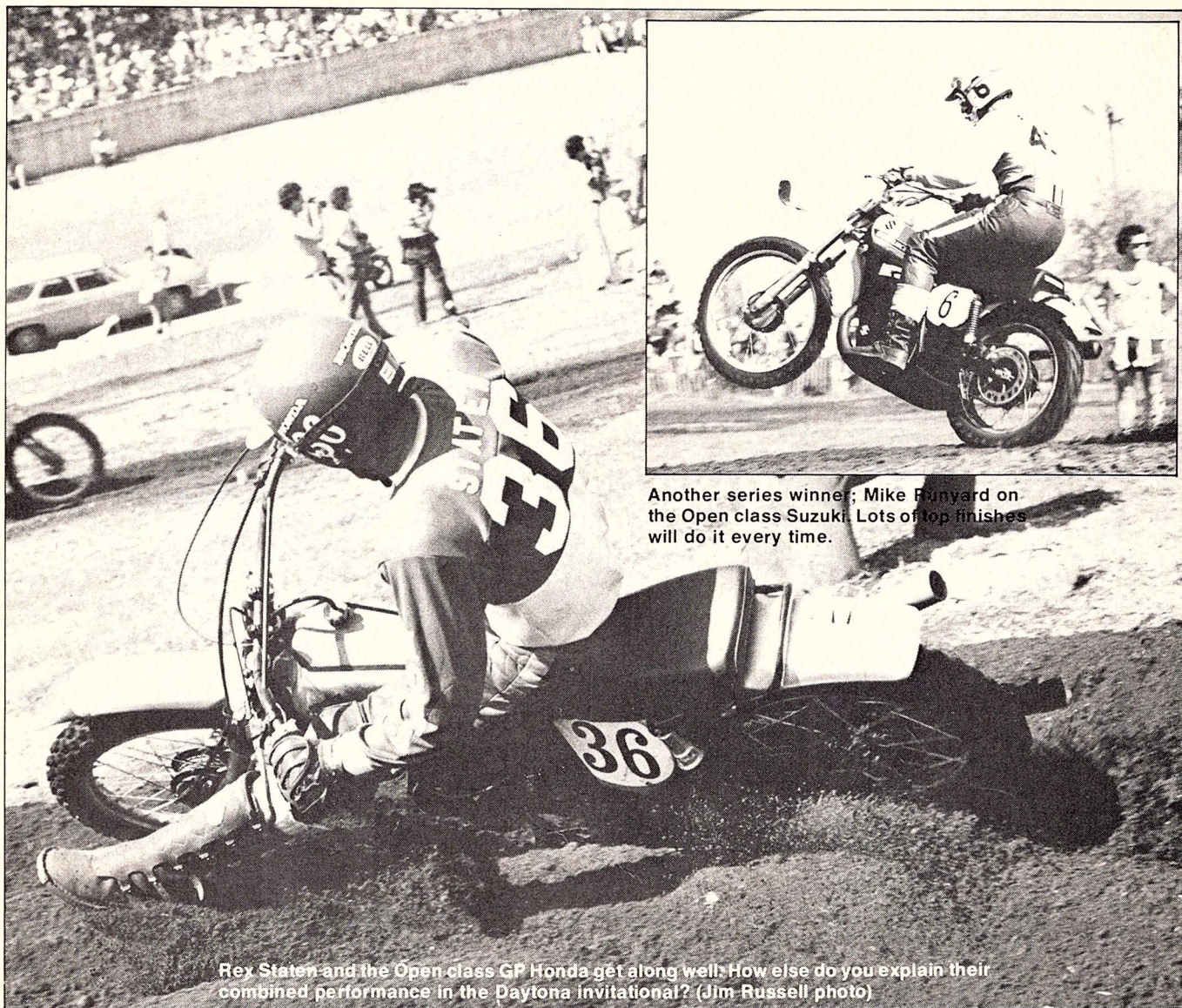
At last. Proof that Marty Tripp does sit down once in a while. Here he's using his VR-powered Rickman to lap a regular, old-fashioned Montesa.



Rich Thorwaldson and Jim Cooke. Jim is ignoring his doctor's orders. Radical Richard is ordering some of Jim's shocks.



Check the expressions on Tom and Steve. If they looked any more like that, everyone else would pull off and give up out of fear.



Another series winner; Mike Runyard on the Open class Suzuki. Lots of top finishes will do it every time.

Rex Staten and the Open class GP Honda get along well. How else do you explain their combined performance in the Daytona Invitational? (Jim Russell photo)

Third turn, 250 class, Orlando; yes, that's Thor back there. He worked his way up, taking second behind Gary Jones that day.

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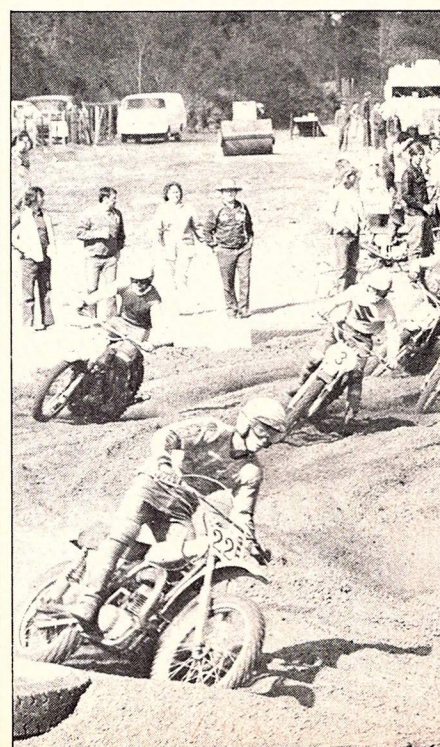
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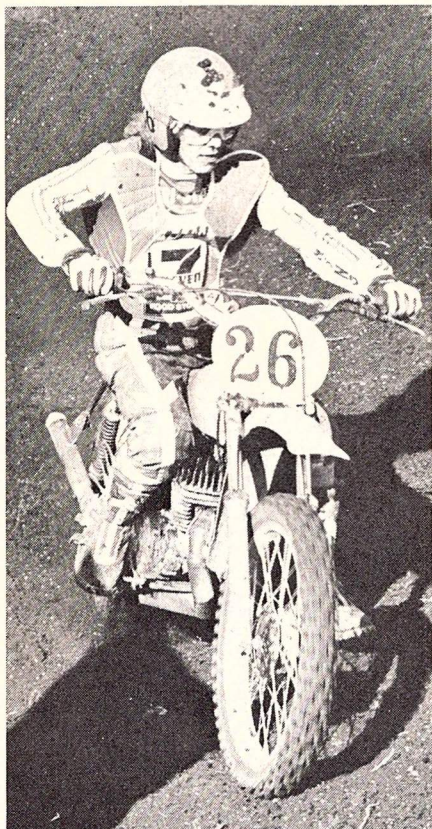


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Tony Wynn led the 250s at Hialeah until his shocks went away. Later in the series he replaced the stock items with special-bodied Konis.



Some people have no pride. Frank Stacy wears his handmade jersey off the infamous Trash Can Jump at Hialeah.

Carl Shipman's THE DIRT RIDER

PROBLEM SOLVERS:

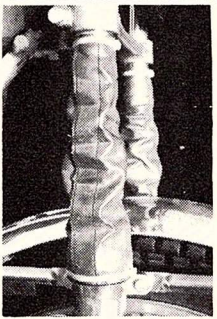


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THE DIRT RIDER

TORQUE MASTER SPARK PLUGS

Bolts right in and does approximately nothing

By George Wegner



We were recently approached by a very enthusiastic representative from TORQUE MASTER PRODUCTS. We heard claims of 500 more rpm with an increase of four hp and 3000 desert racing miles on a single Torque Master plug that had never been cleaned. Then there was the little DKW that could never beat the Pentons and Hondas until he screwed in a Torque Master.

We were very curious to see how a spark could make such an increase in performance, so we invited him to our next dyno session.

The Torque Master is equivalent in length to a 3/4-inch reach, but is designed and threaded to replace your 1/2-inch reach plug.

The test procedure was as follows: Our Kawasaki 350 Enduro test bike was run up to normal operating temperature (250 degrees C cylinder head temperature), while we gave it our usual dyno run for torque and horsepower specs. When the bike had cooled to 100 degrees C, we started a run for exactly five minutes at 5950 rpm. Torque readings were recorded at the beginning and end of the test.

In order to make what we consider a fair comparison, we purchased a new NGK and Champion of the same heat range. The NGK was used first. Immediately after the run we changed to the Torque Master. When the engine had cooled to 100 degrees C, the testing resumed. The procedure was the same for the Champion. Below are results for the first test.

	HP START	END	CYL. HEAD TEMP.	RPM
NGK B-10	22	20.5	250°C	5950
T.M. RX2	22.5	20.5	250°C	5950
CHAMP. 2G	22.2	20.2	250°C	5950

Our next test was run at 6500 rpm. Half of the claims were that there was more horsepower on top and at higher rpm.

	HP START	END	CYL. HEAD TEMP.	RPM
NGK	20.5	21.5	250°C	6500
RX2	21.0	22.0	250°C	6500
CHAMP.	20.5	21.5	250°C	6500

Although there was a 1/2-hp increase, we suspect that the additional material protruding into the combustion chamber raises the compression slightly. The effect would be much the same as milling

a few thousandths off your head.

The function of the spark plug is to ignite the mixture in the combustion chamber. Using a hotter plug might produce a slight increase in power if the mixture is too rich. But this is incorrect tuning and your engine will soon die. The only way to get a true performance increase is with modifications such as changes in carburetion, timing, porting, exhaust design, etc.

We were showered with letters and claims, from users and the manufacturer, of greatly improved performance throughout the rpm range and up to four more horsepower on top. Not so.

We felt that the Torque Master produced no substantial increase in power and certainly did not live up to the claims made by the manufacturer. When checking a source of their claims, we found them to be false. Bikes tested on an equally accurate Eddy-current dyno showed a slight loss of torque throughout the rpm range.

The Torque Master sells for \$6.95 but they soon hope to get it down to \$5.95. This would seem like a good deal if you were getting five good spark plugs. But, you're getting only one Torque Master. ♦

YOU KNOW WHAT SNOW IS?

COLD MUD!



The heat of competition warms their blood.

Snow Scramblin' in Illinois

By Frank Highland

Winter in many parts of the U.S. is what you could call really grim. If you're lucky enough to live in Southern California or Florida, winter means little more than wearing a sweater under your coat. In the Midwest, however, a really warm winter day means 30-40 degrees, icy howling winds, and snow. Although the snow is not always falling, it's always on the ground.

The cold-white-wet stuff is piled against everything in sight, including your garage door. Behind that door sits your beloved J-M 250 MX that you worked and slaved for, so that you could race five months out of the year. There she'll sit, cold and alone, until the snow melts and once again you can sink those knobs into ol' terra firma. You kick back in your chair by the fireplace, put your feet up on the table and settle into reading back issues of DIRT BIKE.

However, there is hope. At least for the people of Byron, Illinois. On any given winter weekend, 30 or 40 of the most dedicated dirt dudes in Illinois gather to lock handlebars with each other and Mother Nature at Motosports Park.

When it gets right down to it, there aren't many race promoters willing to put up the money that goes for track preparation, sanctions and trophies for such a small number of riders. Not to mention braving sub-freezing temperatures in order to supervise the races.

Joe Vincer and Carl Hinkelman of Motosports Park were the first to attack the task. They really respect a guy who will lock his throttle open and jet through a snow-covered section of whoop-de-dos



A little sideways action in the snot.



I waited all week for this?

because he digs bikes and isn't going to let a little snow stop him from having fun.

First of all, the racing is billed as a Hare Scrambles in order to create as much AMA confusion as possible. The track itself is a combination of MX and European Scrambles, due to spatial limitations. For the Midwest in general and northern Illinois specifically, 20-mile loops are harder to come by than unbroken Maico parts at a half-price sale. Although the Byron facility is located on a seemingly smallish 50 acres, there are enough turns, hills and jumps to make up a five- to six-mile course if the riders want it. Unusually icy or mud-slush sections are usually excluded from the course in colder weather. It's hard enough to make a lap without adding hazards that could throw you down on the hard icy track.

The race itself is a real test. The best attitude to take to the starting line is to pace yourself and just try



Cold, wet, determined.



Hope my throttle cable is long enough.



Wheel!

to stay up. Everyone eats it at least once. Highsiding into a snow bank is a lot like falling into a huge snowcone and usually is painless. Some riders can be heard laughing hysterically as they hit the snow. The snow dictates available lines and it takes lightning-fast reflexes in order to maintain precious traction. Passing is best executed in the wider corners, with a suspicious eye cast toward the following



Whoa!

section. Jumps are a caution. Get just a little bit out of shape and you can count on a Jofa full of crystalline H₂O for lunch. Even that isn't too bad . . . as long as it isn't, gasp, yellow.

The racers from Byron look at it as just the thing to tune up your body for the next season of motocross or enduros or whatever. Most of all it's just lots of fun. Once the green flag flutters, the cold is



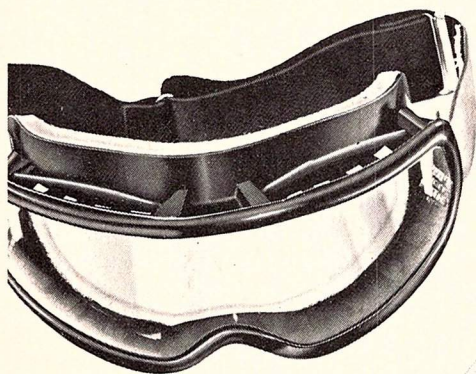
Woops!

pretty much forgotten and the summer berserking juices start to flow again.

Joe and Carl have even seen fit to minimize the effects of the energy crisis. The races are held on Saturdays when you still have a chance of finding an open gas station. If you get really close to empty, a call to Joe will get you a five-gallon can of gas at the track with your name on it.

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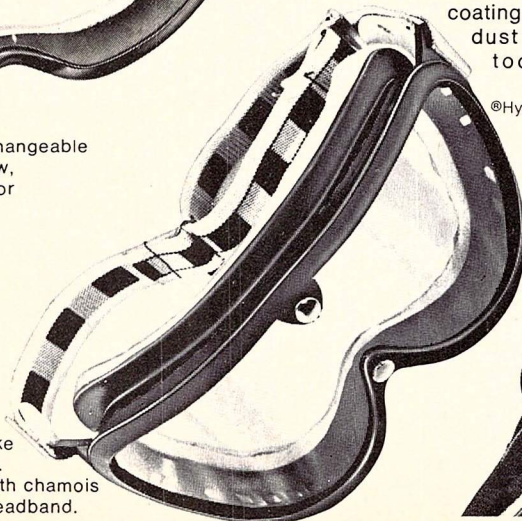


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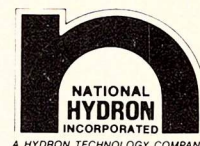
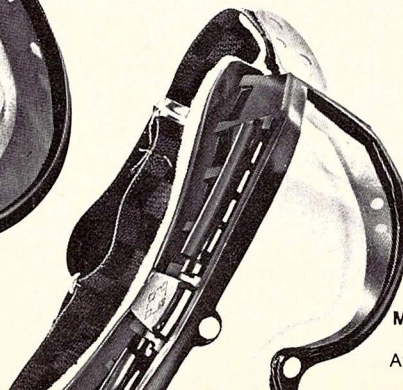


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THE BOOK REVIEW OLYMPICS OF MOTORCYCLING by chet heyberger

Writing this book report is exceedingly dumb.

On the one hand I've got things going on like letters; oh yes, lots of letters about the ISDT. Most of them using foul language. Far harsher than that used in DIRT BIKE's Six Days report. Some of those people were not in Massachusetts; the closest they've ever come to the ISDT has been the same sentimental write-up you can read every year. Oh well, we can discount those people. But some of the letters are from AMA and NETRA officials who worked hard and got insulted. OK, sorry. We never meant to insult you, the people who worked, or rode, or donated time and money. As a matter of fact, we never meant to insult anybody.

Worst of all is the personal feedback. Malcolm Smith said that we were full of it. Malcolm said that to me! Malcolm Smith, who I rank slightly behind Lincoln — and way above Nixon, said that! I felt small enough to be used as a tool for gaping spark plugs.

Sorry, Malcolm.

You're still my hero, even if I'm not yours.

Then there were the subscription cancellations. Only two, not much at all, until you add that to the cost of flying Rick and me to New England, renting the two cars, driving over 2000 miles just covering the course, the motel, the hundreds of rolls of film used, the food, the magazines we gave away, the mud we rented in the *Parc Ferme*, etc. And I never got a letter that said someone was subscribing because they liked the ISDT article.

Sure, there were letters from people who enjoyed the report. Some of them were positively gleeful. Some were from people that reluctantly — very reluctantly — ad-

mitted that our treatment was what was needed all along. They agreed that the great institution of the International Six Days Trial needed an overhaul.

But they all already subscribed. No new business there.

On the other hand, I've got to review this book. And this book is very different from "Six Days of Almost Seeing Steve McQueen."

If I say it's a bummer, you're going to say, "Of course, he's gonna say that." And if I say that it's bitchen, you're going to call it a cop-out.

Stop for a minute and consider how people, all people, are capable of entertaining two kinds of thoughts at once. One will be on an intellectual level, and the other will be emotional, pure gut feeling. Religion is that way with most folks. Politics, too. Rational conversation up to a point, then arguments after. After you disagree with something that they *feel*.

So look at *ISDT '73: The Olympics of Motorcycling* both ways. Emotionally, Ron Schneider's book is *neat*. Because Farrell Grehn's color photography is so good. Because Chilton's layout, artwork and reproduction is fabulous. Because John D. Kelly, the editor, obviously knows what he's doing. But mostly because the ISDT — the ideal ISDT — is the neatest thing in the world.

It has to be the best thing in the world. It's got motorcycles in it and you know how neat they are. They're dirt bikes besides. And they're the best bikes in the world. Ridden by the best riders in the world, competing against each other and the terrain.

Gad! I'm ecstatic just thinking about it again! The best riders in the world, on the best dirt bikes in the world, competing against each

other, on even terms, because every bike is impounded, checked and rechecked to prevent cheating. And there's the proverbial rub again.

The ideal collapses.

The emotion betrays you again.

Because they cheat.

They all cheat.

What would be the point of the chess champions of the world playing off against each other if Spassky used three bishops and Fischer had two queens?

And then they tried to sell you replica chess sets based on the outcome of the event?

So intellectually the book *is* a bummer. It contributes to the myth. There's even a section on cheating. It describes some really nifty episodes. Stuff like slipping axle nuts into a rider's Gatorade, and the proverbial barn parts switch. The chapter ends with a quote that says that cheating lends the event "character."

Whew! I can enjoy a good cheat as well as the next guy, but these people are *serious*. They've made a science *and* an art out of it. They're not just cheating each other. Remember, they mean to sell you bikes based on their ISDT reliability. They're cheating you too.

"Reliability" takes on some funny connotations when you're talking about the ISDT.

And if you've got to accuse the staff of something because of the ISDT story, don't call us "nasty," just "naive." Because we wanted it the ideal way, not the farce, and that's why you should see your book seller, or order it from Webco, or from the Chilton Book Company in Radnor, Pennsylvania.

Read it and ignore the cheating part.

Enjoy the ideal.

And maybe next year. . . .

Cont'd. from page 61

looking and thinking and working out your plans and alternatives.

TROUBLE ON THE TRACK

If at any time you kill the engine on the track — during practice or during the race — push the bike out of the way before you try to restart it. If you fall— get off the track as soon as you can — but look back to be sure you are not dashing into the path of some other rider who is trying to avoid hitting you. Then when it is clear to do so, drag your bike off the course.

In practice there may be times when you want to stop to look back at something. Don't forget that there are other riders out there. Stop off the track, not on it.

That same advice applies to trail riding, cycle parks, or anywhere you ride.

At a school I held in Texas not long ago, there was a very good rider and I was anxious to watch him race the next day. Unfortunately he went over the top of a hill on a right-hand bend and killed his engine just over the top. He was there on the outside of the turn trying to restart when the next rider came flying over the top of the hill and saw him standing there.

The other rider couldn't do much about it. He tried to stop, lost control, and wound up crashing into him anyway. The guy standing there on the track got his leg broken in three places. That is a high price to pay for a little time saved while trying to restart on the course.

When you have problems, get off the course. You may have everything about yourself and your bike under perfect control and know what *you* are doing. It's the other guy who is dangerous so watch out for him and give him room to ride.

FAST PRACTICE

When you have walked the track and then explored it with your motorcycle, it's time to get it on and learn where you can go fast and how to do it. Once again you have to resist the temptation to play around out there, have fun, and race with your friends. It's fun to do that, but it's a lot more fun to do well in the race.

Now it's time to think about the

other guy who ignores the advice about getting off the track. He may be over a hill or around a blind turn, stopped on the track or even crashed and lying there.

What do you do about that situation? You have to ride fast if you are going to get any good out of practice. You will be going at racing speeds around the course, trying the different lines and working out your race strategy.

What do they do about that problem during the race? They use flagmen around the course to wave you down when there is trouble ahead.

Too many of the smaller courses around the country are operated as though the only danger is when people are actually in a race. The danger is when people are traveling at racing speeds, whether in practice or in an actual race. If you have anything to do with running the races, see to it that the same precautions apply to both situations: flagmen, ambulance on hand, and spectator control even if it is only somebody on a loudspeaker reminding people to stay off the track.

I have seen bad accidents happen during practice and the sad thing about it is that they could have been avoided with flagmen on the job. If you don't have anything to do with running the race but the procedures need improvement, go talk to the track manager about the problem. He will normally be just as interested in safe conditions as you are and will appreciate the tip. If he's not, race somewhere else.

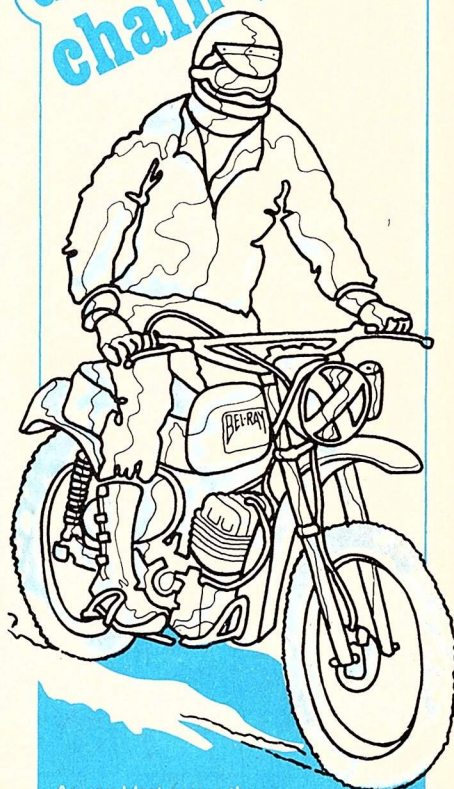
THE START AND THE FIRST TURN

As you know, riders are brought onto the track from the starting grid and arrive at the first turn all bunched up. After that, they go 'round and 'round without using the starting area anymore, so when you are in the race the first turn looks different than it did at the start.

When you were out riding the course for practice, you may have gone over the same ground as the first turn out of the start, but it is a lot different during the start. So you need to practice the start and the first turn.

Some tracks allow a period for practice on the track, then close

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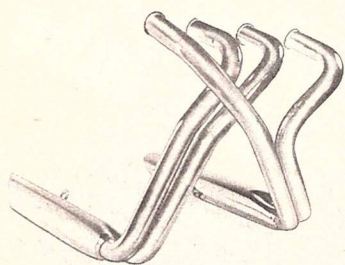


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the track and allow time for practice on the start and first turn. This is a good idea because otherwise the riders who are practicing starts are going out into traffic on the course.

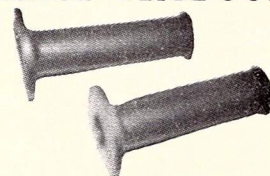
Anyway, at some time before the race you should practice the start. Begin the same way as on the track, walk around and look at it to see what is the best line and where is the best starting place.

Sometimes it isn't just a big flat area funneling into the first turn. I was at a race course near Schenectady not long ago where it was hard to pick a good line at the start. The first turn was over a little hill and went to the right. If I started on the right side, the hill was not as steep and I could really get it on. But just over the top of the hill, the turn went to the right. So starting on the right made the right-hand turn sharper and I had to slow down more to get around it. The guys on the outside didn't have to slow down as much to get around the turn.

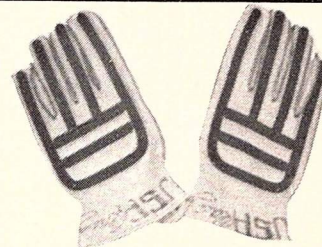
Even if the area is flat there is sometimes a definite advantage to one end or the other of the starting

Cont'd. on page 95

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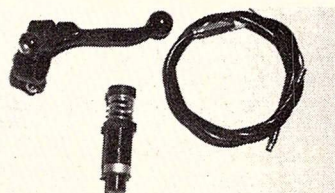
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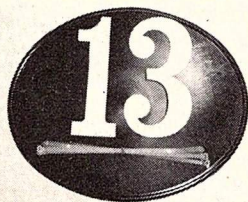


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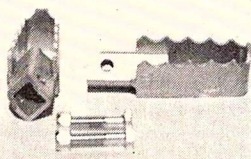
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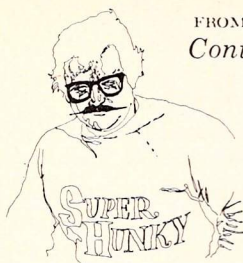
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FROM THE SADDLE

Cont'd. from page 6



and spray paint.

We took off all the parts to be painted and set them to one side. Next the seat and external electrics were removed. Now everything was out in the open where we could sanitize it. One trip to the hardware store got us all the materials we needed — and for under five bucks at that.

The engine looked pretty bad — all gray and rancid. I suppose we could have spent about two solid days hand-polishing the aluminum, but we didn't have two days to spare.

The answer? A foo-foo can. Yes, the ubiquitous foo-foo can to the rescue. Many's the paint job that has been done with spray cans, and at a reasonable price. We had the good fortune to come across a sale on Kal-Kustom engine paint. Heat-proof and aluminum colored... just the ticket to put some good looks back in the powerplant.

No masking was necessary; we just sprayed away until the barrel, head and cases were given a smooth coat. Even the carb got a fine layer of spray paint. Of course, there was a certain amount of overspray on the frame, but that didn't matter at this stage.

The paint dried quickly and we masked off the freshly painted parts carefully. We had to keep the next layer of paint from spoiling the appearance of the aluminum.

Tom was busily shaking the can of black lacquer as I put the last few inches of masking tape in place. Then he gave everything a nice coat of black paint. And I mean everything. Frame, tires, spokes, footpegs, bars, levers, cables. Everything. I was curious about the bars and the levers being painted black. "Won't it look funny?" I asked.

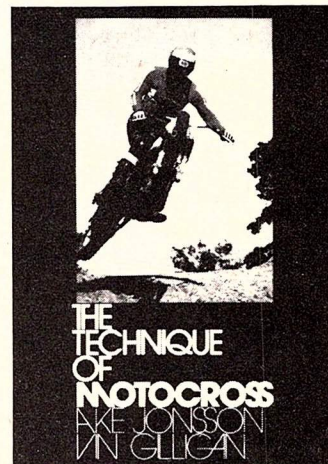
"Naw. Just tell them they're plastic levers and these are anodized bars. It sure covers the rust, doesn't it?"

I had to admit that it did. The

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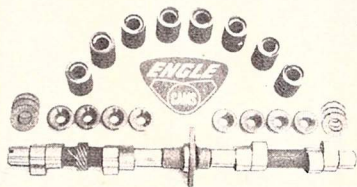
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bike was beginning to shape up.

I got busy running some course grade sandpaper over the tank and fenders, while Tom handpainted the spokes with some silver model airplane paint. Testor's, I think.

By the time I had the parts sanded and coated with primer, Tom had the spokes neatly painted and was putting a quick coat on the rims. He was very careful not to get any silver on the tires. A real artist.

We peeled off the paper and masking tape and stood back for a look. Spiff-o. It was beginning to look like a new machine. The aluminum paint on the engine contrasted nicely with the crisp black of the frame, and the silver of the spokes and rims positively glistened in the glare of our 75-watt light bulb.

It only took a few minutes more to spritz a coat or two of Mandarin red on the tank, the closest thing we could find to the original CZ red. Naturally, we used lacquer instead of enamel. Enamel is so . . . cheap.

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refrigerator white, to try to match the CZ paint motif the factory had so proudly applied some years back. We were worried, though, because several highly unsightly dents and holes marred an otherwise flawless finish. If you're going to take the time to do a job, you *should* do it right.

Three beers later, everything had dried and we started reinstalling components. Carefully. A wayward scratch could turn away a prospective buyer.

With everything in place, the bike looked good. However, we did have to admit that the dings and holes detracted from the overall package. Tom let out with an "Aha!" and ran into the house. Moments later, he appeared with a veritable armful of stickers and decals.

We applied them carefully... a Castrol stickie here, a Champion spark plug decal there. The clever application of stickers did the job. Nary a bump or ding showed. And the bike *was* colorful. No denying that. I did have some reservations about the Chiquita Banana sticker on the front fender, though. But it

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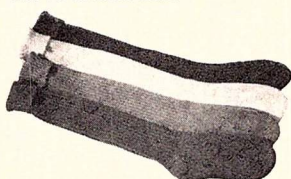
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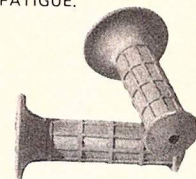
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was Tom's bike, and if he wanted to screw it up, well ... that's his decision.

Only one thing remained to be detailed ... the seat. We took a long hard look at the tattered cover and the foam that was peering out of the cracks and tears. No way to save *that*.

What to do, what to do?

Aha! When all else fails — duct tape.

It only took a half-roll of the wonder tape to make a very smooth cover with nice even rows of tape. Looked sort of like a tuck-and-roll job, but a little flatter. A coat of the black lacquer finished it off and we let it dry, then bolted it firmly in place.

A job well done. Now, all we needed were some customers.

The first one called about nine the next morning, and a half-hour later he showed up in a Ranchero with a friend in tow. On the way out to the garage, the potential buyer asked Tom what the lowest price he would take for the bike was. Without a moment's hesitation, Tom replied ... "Ten-ninety-five. Not a penny less."

Proudly, we whipped open the garage door and lifted the cover off the bike. The CZ gleamed and glistened. We heard the customer suck in his breath.

"I must apologize for the dirty condition of the machine, but ya see, I rode it last Sunday and haven't had time to clean it yet. That's the only chance I get to do any trail riding at all, on Sundays ... and not much at that," said Tom.

"I'll give you four hunnert for it — and that's tops," said the customer.

"And I'll take it — but only because I need the money for college," snapped Tom.

"You look sorta old to be going to school."

"I'm a slow learner," says Tom.

The customer counted out his money on the hood of the Ranchero and a dribble of spit came down Tom's chin. While they traded paper, the purchaser's friend turned to me and asked, "Say, ain't you the guy who works for that bike magazine ... what's the name of it?"

"Oh yes. You're right. I work for Pop Cycling. Don't forget to subscribe."

CHECKPOINT

Cont'd. from page 7

too early . . ."

"Mr. Heyberger! You can run 100 miles at 24 mph?"

"Sure. On a good day; though crashing slows you down a lot and then you really have to move to get back on time. Then, when you get back to the start, they take the checkpoint records and total your score. Lowest score wins. They trophy about ten percent or maybe even 20 percent. That's, say, 60 to 80 people. But not me. Not once. Not even close."

"There are 80 people in the United States that can do that?"

"Even more. That's nothing compared to some of the Nationals. Those guys sometimes go 500 miles in two days."

"Two days! 500 miles! 24 miles an hour! I'm just amazed, Mr. Heyberger."

"Well, I never did that. So I thought I'd try motocross. It looked like fun. And it wasn't as fast as scrambling and I figured there'd be less chance of getting hurt. With the lengths of the motos, I also figured that the

really fast guys would wear themselves out and I'd have a chance to trophy with some decent, consistent finishes."

"What is this 'moto' like, Mr. Heyberger?"

"Wow! You're really out of it, Doc. No offense, but I thought everybody knew about motocross by now. It's been on television. Anyway, you get 50, maybe 60 guys on the line and when the flag drops, they all get it on to the first corner. You can imagine what that's like: 60 guys trying to get around a corner big enough for about five. Then they make it around a track that's full of

jumps, nasty off-cambers, mud-holes, whoopdies, hills; usually about a mile long. You do that for 20 or 30 minutes and then the moto's over and they score you. Later, you do it again. Then a third time. Lowest combined score takes first place and so on . . ."

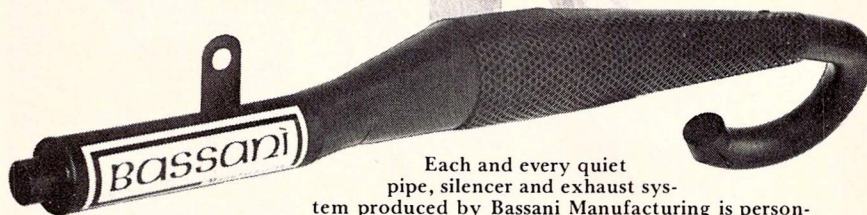
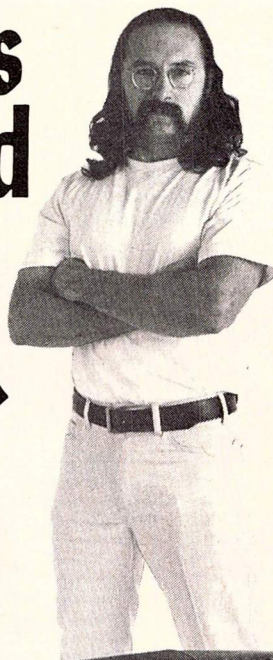
"Did you ever get a trophy doing this, Mr. Heyberger?"

"Well, no. If I got seventh place, they'd trophy six. Or, if I had it wired, I'd break down and miss the last moto . . ."

"I imagine so."

"So, in desperation, I resorted to a woods poker run . . ."

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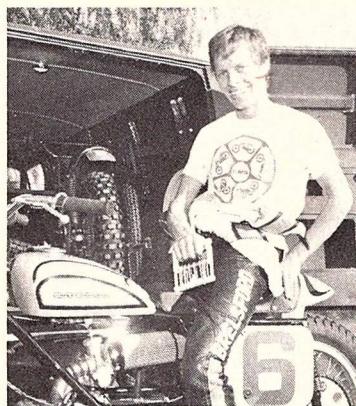
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"A 'woods poker run'! Tell me. Is there any sex in this 'woods poker run'?"

"Not that I know of, but I guess there could be. I never saw any. But I couldn't lose this time. There were only 30 entries, and they were going to give away 20 trophies. You see, because it's a fun run, they trophy the people with the best hands and they trophy those with the worst. And the scoring is entirely random. So four of us entered... What's the matter? Why are you staring at my hands?"

"Oh, nothing..., I mean, I wasn't. Go on. Tell me about this 'run,' but why didn't they look at your feet?"

"My feet. Ha, ha. That's a good one, Doc. Anyway, four of us entered, but we'd screwed up and forgot two of the motorcycles, so we had to enter in the buddy class..."

"Motorcycles! Yes, yes. Motorcycles! That's quite good! I'm very relieved, I don't mind telling you. Excellent, that changes the picture completely. Go on, Mr. Heyberger."

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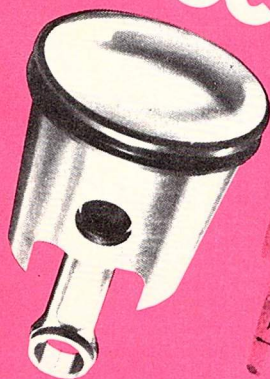
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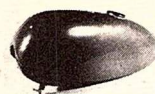
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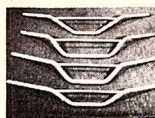
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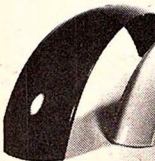
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"OK. Anyway, there were four of us: my wife and I, and two friends, and they owned the bikes. 360 Yams. The old ones. Killers. And one of the guys had been riding bikes exactly two weeks. Now, I wasn't about to ride with him, out in the trees and the sand, but I knew that I'd lose this sure-thing for a trophy if I didn't.

"I got brave and climbed up behind him. Everyone left Bob's Snack Bar in a bunch. Naturally we were last. We followed the crowd and the line into the woods and got into the sand. Of course we fell down. The guy driving had never been in sand before. We got up and went another 20 feet and fell again. You have no idea what it's like to crash while riding double. Nothing but a tangle of arms, bike parts and legs. Another 20 feet and thu-u-lupp!

"Finally we got out of the sand and onto a trail. A dozen crashes later and I was beginning to move like a cripple. And the start was still in sight.

"Of course the trail had ruts. Front wheel up one side, back wheel doing one of these numbers, and sz-z-ump-thud! Down again.

"We went slower and slower. I was thinking now that maybe I wouldn't live to collect my trophy. Ker-rup! Switz-blap! And zip-blopt!

"Then we got on a dirt road and that was all right. But my driver got conditioned to the sand. As soon as he saw it, he'd drive into a tree! Crept! Thigt! Krumpt! We were crashing before we even got into the sand! It was terrifying. But I wanted a trophy. Even a woods poker run trophy.

"Our get-offs were causing havoc with the rest of the people on the run. They all saw what was going on and let us up front. So that they could watch. We'd go smash! The next guy would go off the trail to avoid us and endo! Or he'd slow down in time and the guy behind him would ram his fender and they'd both go down! Because they were both watching us crash!

"I begged. I pleaded. But my friend wouldn't let me change places with him. He was afraid I'd wreck his brand-new bike. God! It got so bad that I started crashing more than he did. I'd see the sand and get ready. He'd see it and the

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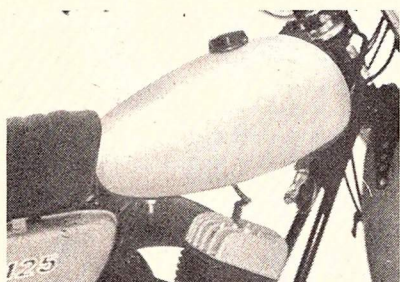
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bike would swing toward the trees. I'd bail off the back. He'd save it and stop and wait for me. I'd get back on and it would start all over again.

"You have no idea how embarrassing it can be to leap off the back of a motorcycle in a fit of cowardice, fall on the trail, roll off the side to keep from being run over, and then look behind you to see a dozen people falling off their motorcycles, choked in hysterical fits of laughter.

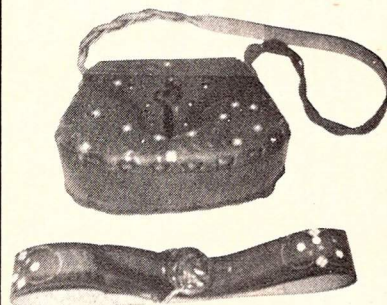
"Eventually I beat him to death with a clump of marsh grass and rode in with him tied across the luggage rack.

"If the hunger for that trophy hadn't been on me so bad that I could hardly restrain myself, I never would have shown myself in that clubhouse. I was mortified!

"I know this story is hard to believe, Doc, but you can ask my wife, or ask the South Jersey Scramblers if it isn't true. And, needless to say, we didn't win one trophy. Not one! And if anybody deserved one, I did!"

"All this appears to have taken place some time ago, Mr. Hey-

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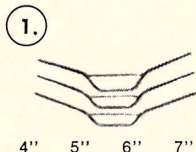
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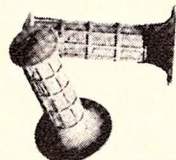
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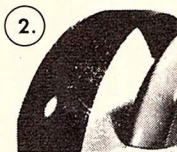
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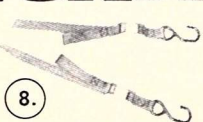
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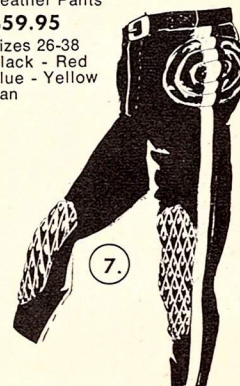
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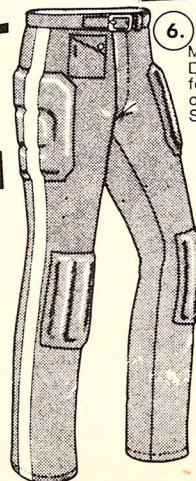
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berger. How do you explain your behavior last night?"

"It's simple. I got a trophy."

"You did?"

"Yes, at last, on Sunday, for a Grand Prix."

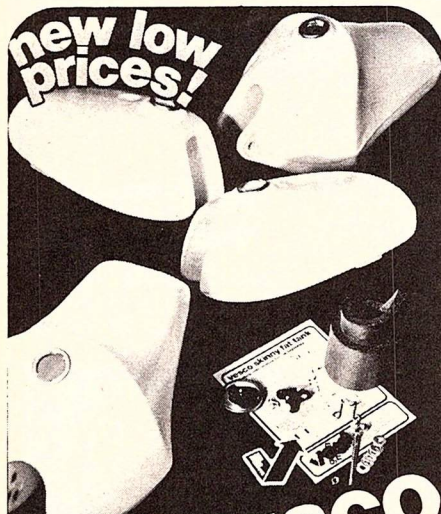
"But you appeared to be looking for one last night."

"Well, I won it on Sunday and took it to work with me Monday and put it on my desk, turned my desk light on it, and shut off the office lights. And while my back was turned, someone stole it. There was a ransom note too. See, here it is:

if you ever expest too sea your trofy again leAve \$3.76 sents in the REar of super Klunkys truk bi 4 thirDy today. wE are desperate And vilotent and WILL KILL if u go to the POLICE. hear are proff we have IT, send DoLars now!!

"But I refused to pay, and eventually the trophy was returned. Dismembered. Taped to the office door. Those people I work with have lots of trophies; they have no respect for them. I do. Anyway, I left it on the door. All taken apart and taped up like that, it even looked bigger.

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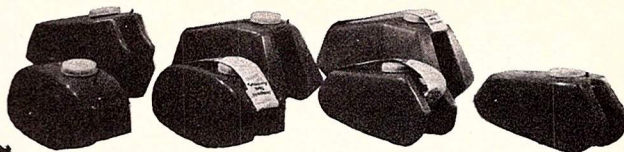
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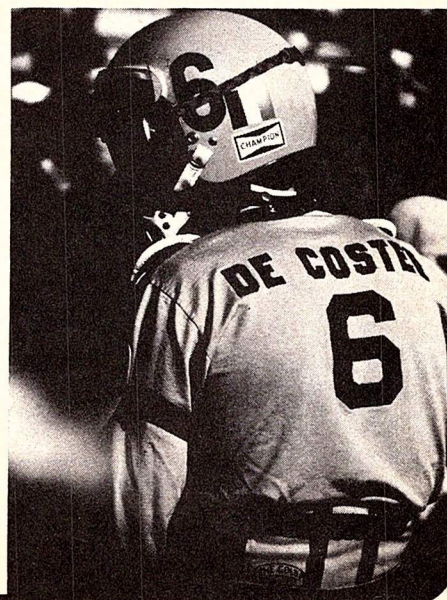


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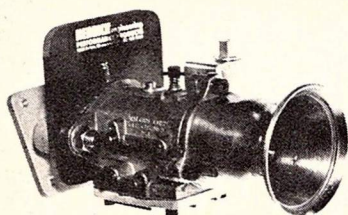
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"Calm now, Mr. Heyberger. Here, take two of these."

"Ah, Coors my favorite."

(end transcript)

Diagnosis: Advanced and terminal trophyphilia

Physician's recommendations:

Patient appears quite rational, except when the subjects of motorcycles, racing, trophies, or dirt arise. At those times, a morbid and obsessive interest in the subjects is manifested.

It is Dr. Benway's opinion that Mr. Heyberger would be more comfortable if institutionalized in an environment where such behavior is the norm, some place where his outrageous and bizarre activities are condoned by a peer group. Otherwise, his marked divergence from cultural conventions will surely result in antisocial and counterproductive outbursts such as that which resulted in his admission to this public tavern last night. We should release him to the custody of DIRT BIKE Magazine.

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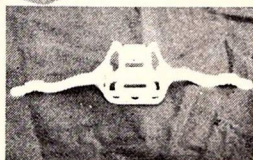
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ASK THE EXPERT

Cont'd. from page 12

and do the same thing. Then match the ports very carefully so there are no ridges or steps as they go through the cylinder liner into the cylinder. Do the same on the inlet and exhaust ports. After slow, painstaking care and a few worn-out fingers, you will have it there. Incidentally, try a little kerosene on the emery cloth. Start out with a heavy grade (120) and finish off with 600 emery cloth. If it is smooth using 600 paper, you won't gain any horsepower by polishing to a luster finish.

SET-UP TIME

I have a 1972 100cc Kawasaki Centurion. With its 18.5 horses it beats anything in its class, but the front end is too low. Is there any way I could raise the front end? Right now it has Ceriani-type forks with five-inch travel and an 18-inch front wheel. Maybe I could put a 19- or 21-inch wheel up front?

I have a 24mm Mikuni carburetor on it and after a couple of hours of hard riding I have to adjust the float bowl or the bike will flood. How come?

Jeff Jacobs
New Ken, Pennsylvania

You're correct in wanting a larger front wheel. Put a 21-incher on it. Its larger diameter has a little better gyroscopic effect and will increase the rake to make the machine handle better at high speeds over rough stuff. You don't suppose that's why all the super-whizzes have 21s, do you? You might have some float needle and float needle seat wear. I suggest you replace those two components. They are relatively inexpensive, like a buck or two. Carefully set the float height according to the factory service manual. Install an inline fuel filter to keep little particles of dirt, sand and grit out of the carburetor, which may hold the float needle open and cause flooding. Also carefully check the tank for rust or contamination. It is not a bad idea from time to time to pull the tank off, put a little fuel in it, slosh it around good and turn it upside-down while you're shaking it. You'd be surprised at the junk that comes out of most gas tanks. Unfortun-



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nately, that kind of servicing isn't mentioned in service manuals. If dirt gets by the float needle and down into the bowl, the stuff frequently gets sucked into the main jet and may cause the Swiss cheese looking holes in the piston crown. So, for a 95¢ fuel filter investment, you get good return on your dollar, as compared to fixing a blown-up engine. Incidentally, change the fuel filter periodically — once every month to three months. If the filter has ingested much dirt it can also starve the engine. As they say, a stitch in time saves nine — bucks for a piston.

SUZUKI 400 "SAVED"

After thoroughly enjoying your magazine for two years, I thought I might as well write and ask some questions. I own a Suzuki TM 400 MXer which I recently overhauled, which brings me to my question. After dismantling the top end to have it bored first-over, I noticed the cylinder walls and piston were scorched in places; not too bad, but still scorched. Is this normal on all two-strokes to a degree, or is it a lubrication problem? I've always burned Super Klotz racing oil through the injector system. The needle clip is on the fourth ring on the jet needle, which is one notch richer than standard. The main jet is a No. 230. If lubrication is the problem, what would you recommend?

P.S. — I have your DIRT BIKE Calendar hanging over my desk at work and the centerfold is drawing quite a reaction from our two secretaries. I told them it was just a picture of Super Hunky and they both covered their mouths, looked at each other, and turned seven different shades of red.

John W. Ellis
Covington, Kentucky

If you have had the Suzuki as long as you have been enjoying the magazine, you are very lucky to have had a piston ring in it at all. There are very few MXers that will run for two years between overhauls. The main reason for the scorching on the cylinder wall is due to the fact that the piston ring was sticking. Piston rings do seize and stick in the piston, and then do not exert a sufficient amount of pressure against the cylinder walls to keep the gases from blow-

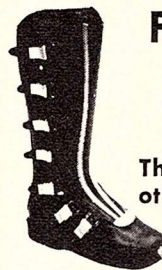
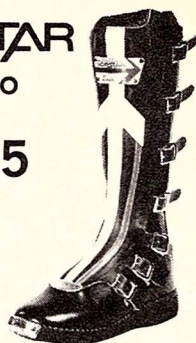
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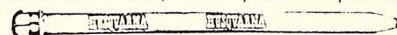
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ing by. Between overhauls, pull the lid off the cylinder and check to make sure the piston ring has sufficient clearance in its land. The service manual has the numbers. It sounds like your timing was about right on when you needed an overhaul. If you had run it much longer, you would probably have had to replace even more parts in the engine.

I can certainly understand all the attention that the DIRT BIKE Calendar centerfold would create in your office. What with Super Hunky's luscious body, I would suspect the secretaries weren't really blushing, but that their faces had turned red from heat of passion. You see, Burt Reynolds was just a prelude to the great Super Hunky.

IT'S ABOUT TIME,
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How about a rigorous enduro comparison between the Penton, Monark and Husky 125 Enduro models?

P.S. — Preston Petty may be able to ride, but he hasn't learned how to answer questions yet. He

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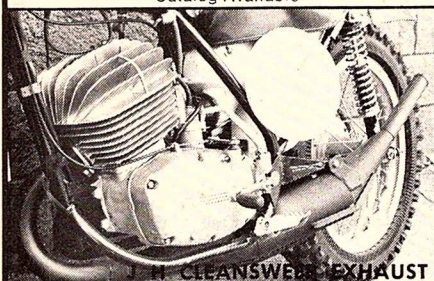
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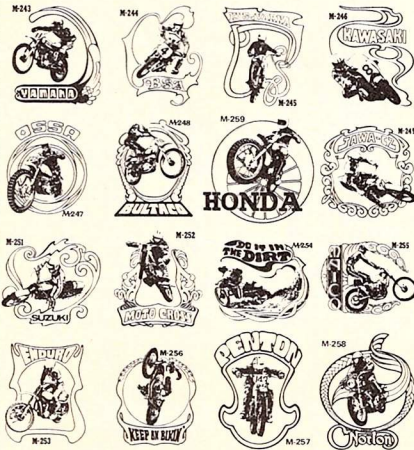
answers them like a diplomat;
answers everything but the
question asked.

Bill Chandler
Kemah, Texas

There are no plans to compare those three machines at this time. When we do plan on testing them, we will give you plenty of advance notice to be forewarned and fore-armed. I'll spend a small amount of time answering your P.S. I don't know what the difference is between a diplomat and a politician. If they are similar, I am not very enthusiastic about the insinuation. When I was 18 years old, I knew all the answers, exact and clear cut. Now, I am 33 years old, and I have begun to become familiar with what I don't know, which, incidentally, is a hell of a lot more than I do know. I frequently use the words: usually, probably, etc., to describe — I am in hopes — a solution to a gentleman's problem that I think will work best. But for all these things, each solution is a compromise with other ones. For example, if you want more top end power,

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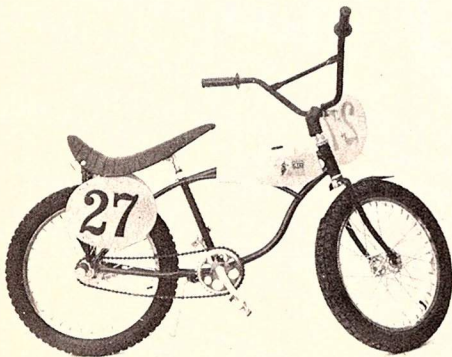
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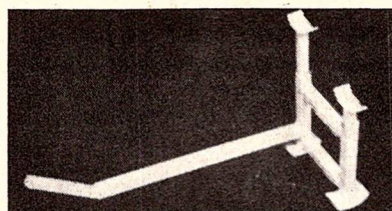
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you cannot have as much bottom end or mid-range power (again, as a general rule). Then you get some guy that sends in a letter where he put on a different pipe and got a bit more bottom end, a bit more mid-range and considerably more top end. So there could be an exception to the rule. So, if I say you can always achieve an increase in top end performance at a loss of bottom end power, it certainly would not be true. Another example... If I tell a man, "Suzuki forks are lousy, throw them away," next week I may be passed by him in a motocross race and he is running his stock Suzuki forks. They can't be too damned bad if he beat me and won the race. Another thing that couldn't work: I used to know that under square engines — ones that have a smaller bore than stroke — could never go as fast as over square engines (most of today's). Early Greeves was an example: not much horsepower. And it had a 66 x 72mm bore and stroke. Then, in 1967, Suzuki came out with their first TM 250 twin pipe motocross machine. Although it didn't handle, the engine power (even by today's standards) was very, very competitive. It had a powerband from 4500 rpm to 7500, and put out 28.4 horsepower to the rear wheel. If you look at the horsepower tests of most of the 250 motocross machines today, you will find that 28 horse is still fairly rare. Not advertised horsepower, but measured on a dynamometer. Incidentally, this was performed on C.R. Axtell's dyno. So about the time I think that engine design is a black or white situation, or something definitely won't work, a guy proceeds to come out and do the number with an obviously



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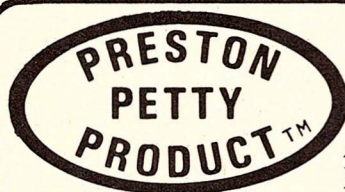
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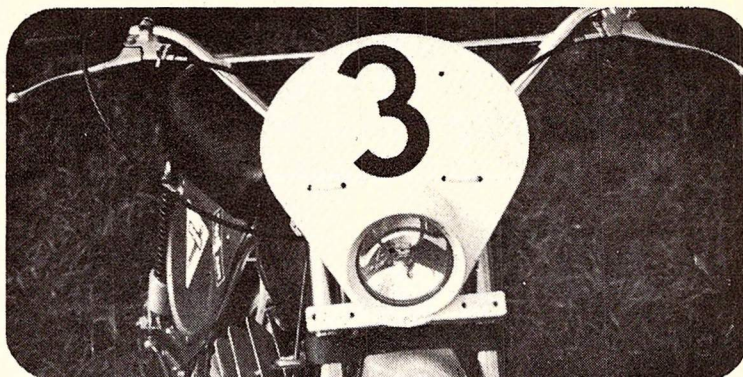
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inferior component. But it can't be too inferior, or he wouldn't be able to win with it. So I use the terms of "mostly" and "usually" because as soon as I say "always" or "never," somebody will prove me wrong. Like with people, there are always exceptions to the rule. You might, just for kicks some day, try some of my recommendations. You could be amazed. Sometimes they work.

"REED MAGIC"

I presently own a Husky CR 250. It is equipped with a reed valve. It is the same reed as found in the 1972 Yamaha MX. The reed adds very much power over a broader band. I can outrun a Honda CR 250 Elsinore in a flat-out drag race. That will give some idea as to how it runs. I really have only two problems: (1) Where can I get beefed-up pistons for the reeded Husky? Will a Yamaha piston work? (2) Where can I get reed petals? (Not the whole block, just the petals!) Which are best, steel or epoxy?

I believe the reed is the best thing that happened to my Husky.

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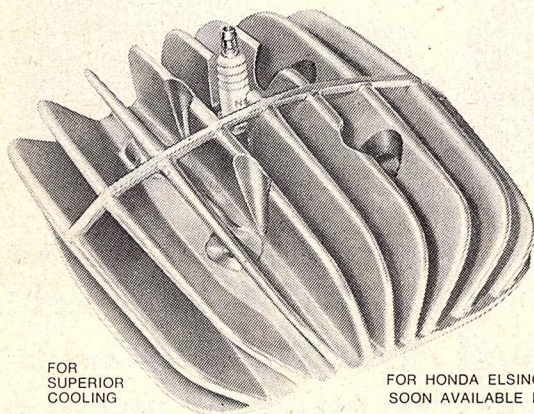
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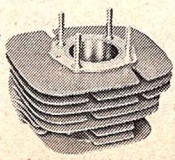
The Radial Head is a revolutionary innovation for the Honda. Developed by Dan Hangsleben, this new approach to head design prevents heat build-up by permitting heat to dissipate more efficiently. The radial approach to increasing performance by controlling heat was developed for the Honda by Dan while he was managing winning teams consisting of such riders as: Bruce McDougal, Mark Tyre, Greg Bartock, Tim Lunde, Mark Anderson, Rick Bean and Dave Pessey.

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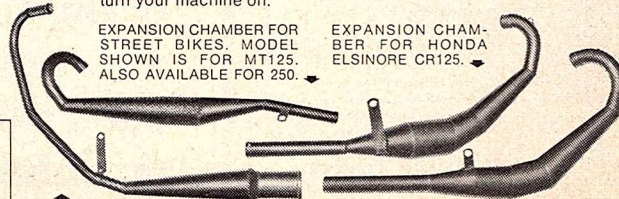


McDougal brings in Honda 125 for FIRST in CMC!

Bruce McDougal, renowned 125 rider, captures a first-time-ever win for a Honda 125 in CMC competition. McDougal, now riding for American Honda, is only one of the many great names having ridden on racing teams under the expert guidance of team manager, Dan Hangsleben.

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I have gobs of low end and top end as a bonus. I definitely recommend a reed job to people that own Huskys, especially if they have carburetor trouble. I have none whatsoever. If someone wants to find out the facts, write: Bill Thomas Motorcycles, Denver, Colorado. Thanks for your time.

Gary F. Chofas
Grand Junction,
Colorado

I am happy to hear you have had good luck with the reed conversion on your Husky. Outside of being quite expensive, Husky pistons are real good. If you have had some trouble with your piston, I would like to hear what it is. A friendly Yamaha dealer should be able to fix you up with extra reed petals. Steel petals will last longer, but they wear down the mounting block much quicker than the epoxy type will. Unfortunately, epoxy petals will wear quicker than the block does. It is cheaper to replace the petals than it is the block. So stick with epoxy unless you have a problem with them breaking. If your Yamaha dealer cannot fix you up with petals, I suggest you try GEM Products or the local go-cart shop. They should have something pretty close. I remember five years ago, when Herb Uhl at Idaho Bike Imports in Boise, Idaho, wrote an article on installing reed valves on the DKW-Sachs engines. His modification really didn't get much attention until Yamaha came out with them on their production machines. Then reeds went from being a far-out idea to being the way to go.

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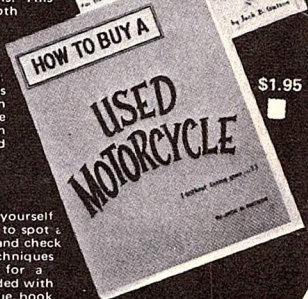
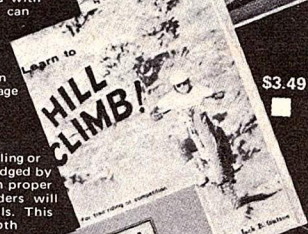
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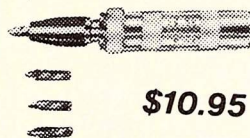
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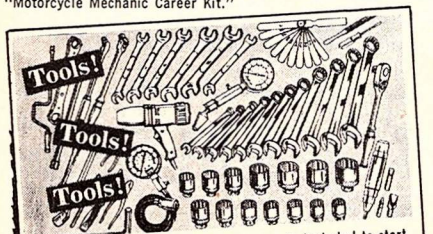
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RIDERS WRITE *Cont'd. from page 23*

was mounted on his 125 Yam and Roger was on his four-bhp whatchamacallit. Roger, being the very ignorant person he is, was trying to keep up with the fine-handling Yamaha. He missed the full-lock, no-berm right-hander where we ride and went right off the cliff there. Naturally, he landed in the trees below. Total height was 41 feet.

When I tell this story around here, they ask me if I've been riding without my helmet, but it's true! Just ask Roger. After a few very rank gestures, he'll tell you.

Fast Jack and
 Truckin' Turkey Bartam
 Mansfield, Ohio

MUFFLED COMMENTS

The Maico 400 and 500 are the only motocross machines of this displacement that have proven to be noise legal in California. They have done this by using the XDUSOR. The people who made the "power-robbing" comment about XDUSOR should know that the particular model has been out of production for one and a half years. Hence, your comment does not hold water. In the future we expect you to take the muffler business a little more seriously. You might consider taking the AMA to task for their asinine position on noise also.

Paul S. Moller, Ph. D.
 Pres., Discojet Corp.
 Davis, California

We've been doing what we can — both in print and in person — to get the MIC and the AMA to introduce some serious noise restrictions in the industry. We'll keep on trying.

OH YEAH!

Tell David LaFroniere who told Kenneth Blair, who told Kelly Wetter, that I will bet that I can blow the doors off his 250 Greeves with my Yamaha 100 Enduro, because I have it fixed up for motocross. (I took the blinkers and taillight off.)

Also, I agree with Jerry Potts' letter; you MUST have a boring job reading stupid letters like this.

Tag Skinner
 Ramsey, New Jersey

Thanks, Skinner, you really know how to make a guy feel good.

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Cont'd. from page 76

line. After a few races with that arrangement, the word gets around and riders all know which end is best. They will come to the line early to try to get one of the good spots. Except possibly for the one or two racers who always get good starts. They come rolling up to the line whenever they feel like it, take any place that is open and *still beat everybody to the first turn.*

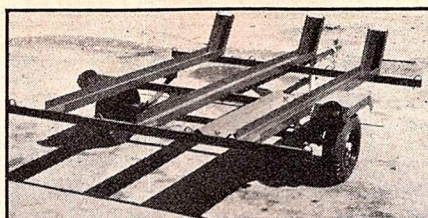
When practicing, make some starts all along the line — at both ends and places in between. Get a feel for the available traction and polish your starting technique. Sometimes the traction will be different at places along the line on account of grass or moisture, or even a slightly different type of dirt. You should know about this because you can not always be sure of getting the starting position you want.

Also, go through the first turn in all possible ways. You may end up with what you think is the perfect starting position and the perfect line into the first turn, but don't get too locked up mentally on riding that way. To ride anywhere you want to at the start, you have to be in front. If somebody else beats you off the line, he may decide to ride just where you had planned to. You can follow him if you want to, but you don't do that, *do you?*

The best practicing and planning for the start is based on taking practice starts all along the line and going through the first turn every possible way. Then you are familiar with all of it and you can cope with whatever happens on the start.

The worst thing you can do is practice from one spot on the line until you know every pebble on the way to the first turn and have it all worked out so you can really go when the flag drops. Sure enough, when you bring your bike to the line somebody will be sitting right there. You say to him, "That's my place. Will you please move?"

He says, "Are you nuts?"



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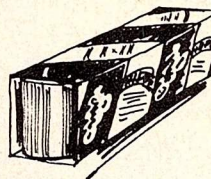
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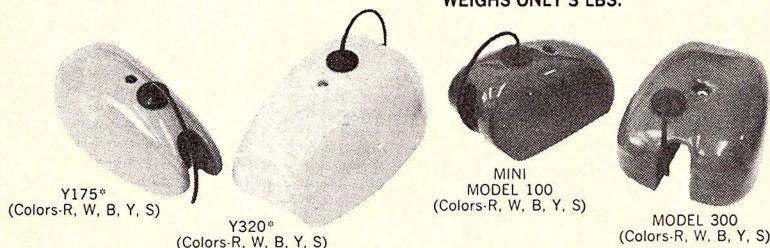
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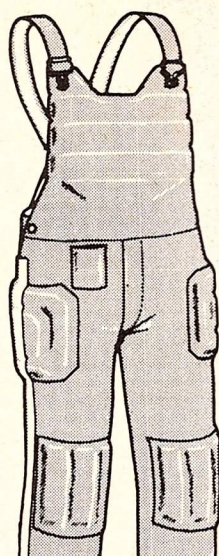
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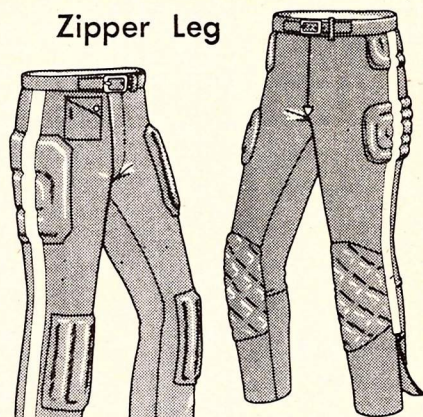
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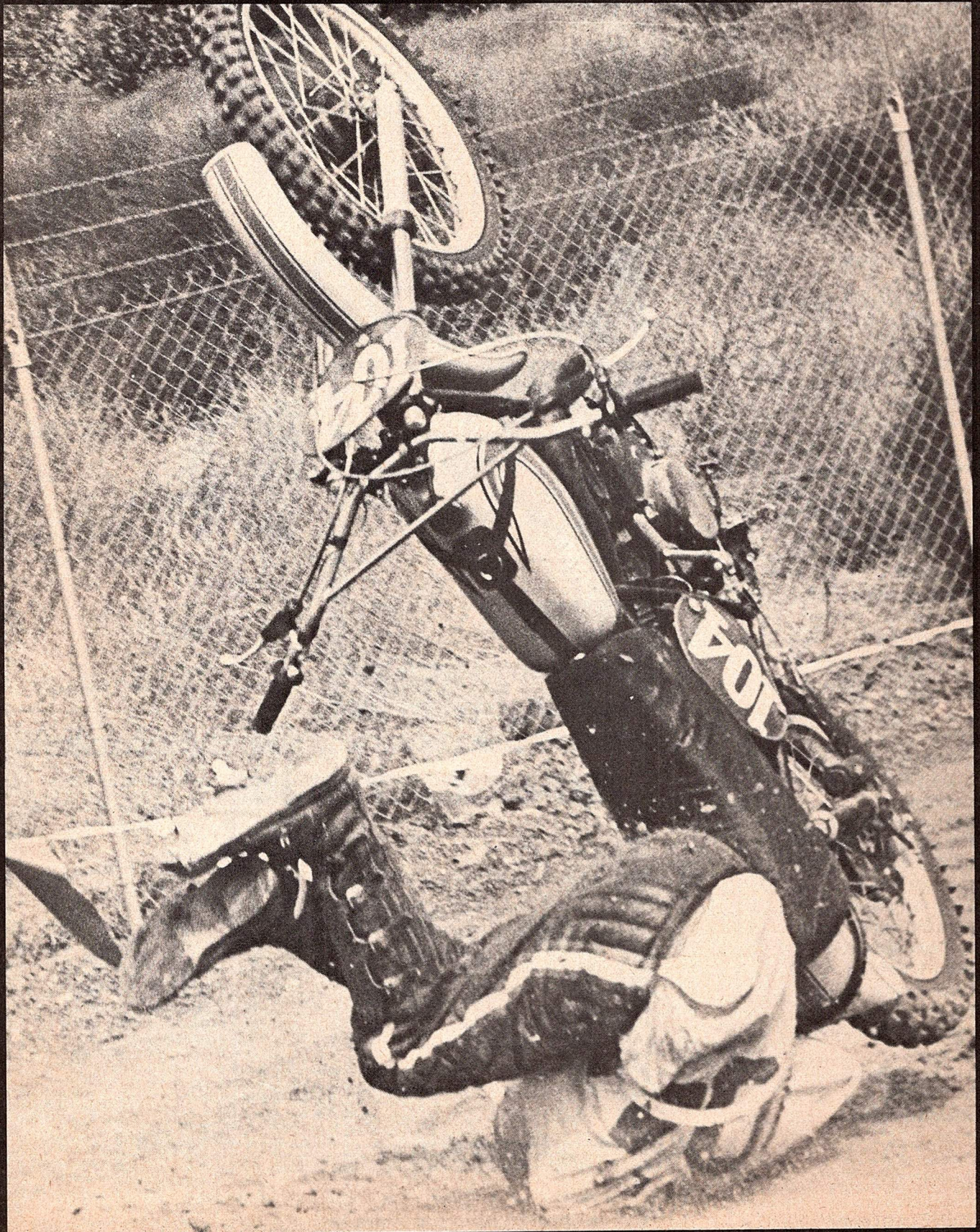
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